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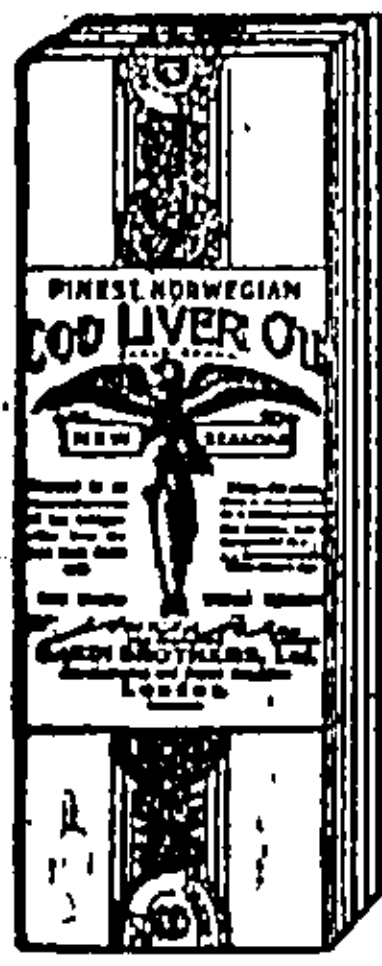
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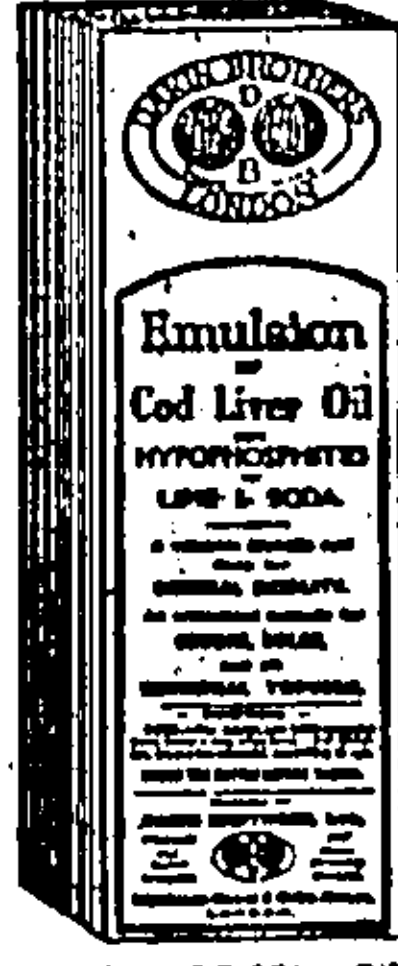
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HOME SPORT

CRICKET

Repairing Havoc to Grounds
Mr. H. E. White, the experienced groundsman at Lord's, says that it will take two years for cricket pitches to recover from the frost drought of 1929.

Thousands of sections of now turf have been laid down at Lord's in preparation for the Test match there—the second of the series—on June 27, and at the moment the ground staff are waging ceaseless warfare against the sea gulls that are invading the ground.

"Hundred of gulls," said Mr. White, "are trying to turn the pitch into a picnic ground. They laid the neighbouring flats and carry scraps of food and old bones to the centre of the ground, fight and scramble over them, and wear away the grass with their webbed feet."

Scarecrows and bells and wire and strings are being brought into use. If they are not successful, there will be resort to stern measures.

Personalities

D. P. B. Morkel, the captain of Western Province, and a member of the South African team in England last Summer is taking up a business appointment in England in April.

I. G. Deane, the popular South African skipper, is retiring from the game at the end of March.

H. G. Owen Smith is coming to England and going to Oxford.

M.C.C. Averages

The M.C.C. have concluded their Australasian tour, and we are now able to give the averages of some of the leading batsmen in the Test matches.

England	Runs	Highest Score	Average
K. S. Duleepsinhji	358	117	89.50
Nichols (Essex)	185	78*	61.00
G. B. Legge (Kent)	209	196	59.80
Bowley (Sussex)	162	109	40.50
Woodley (Kent)	140	59	29.20

New Zealand

Dempster	341	136	85.25
Weir	114	63	38.00
Page	145	67*	36.25
Mills	139	117	34.75
Lewry	126	80	31.50

The Jam Sahib

The Jam Sahib of Nawangar ("Ranjit-Sinhji") has consented to be nominated as the President of the Sussex County Cricket Club. Harold Gilligan was elected captain and K. S. Duleepsinhji vice-captain. Maurice Tate has been given the Middlesex match at Hove as a benefit.

Larger Wicket

The M.C.C. are able to announce that the 'Varsity match will be played at Lord's with the larger wicket.

"Wally" Hammond's View

W. Hammond, the well-known British batsman, when interviewed said: "The Australians will take a lot of beating, although they might not be strong on sticky wickets. It is a fine batting side. Kippax, Jackson, Bradman and Richardson will give the crowds a treat. Many thought that Grimmett would not come. I think he is still the world's most accurate legspin bowler."

M. Leyland thinks that the side is weaker in bowling than he expected. He was surprised at the exclusion of Ryder, although Richardson, he considered, would add fielding strength. Hornbrook should be a useful bowler in Britain, but not so good as Wall, who was Australia's best.

Colonel Philip Trevor, in the Daily Telegraph, states: "The only really vital question to be settled in the Australian team was the choice of captain, and may experienced cricketers in Australia will be unable to approve of the decision to appoint Woodfull, contending that Ryder is essentially a young-old man, who has found second youth in a flash. It is not for an Englishman to intrude upon this domestic controversy. There is every reason to believe that the six best batsmen in the team are at it rank with the best run-getters Australia has ever produced, always excepting Trumper and Macartney. The bowling, however, is not deadly. I shall be surprised if Grimmett does not do as well as anyone."

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RUGBY FOOTBALL

Some Remarkable Records

A paragraph in the Daily Mail concerning "perhaps the most remarkable Old Blue alive, the man who got his Blue both for Rugby and rowing," leads one to think of the remarkable achievements of C. B. Fry.

The old Oxonian created a world's record for the long jump, captained both the "soccer" and cricket elevens, and just missed his Rugby Blue.

E. R. Balfour got his rowing and Rugby Blue for Oxford over 30 years ago. He died when a young man. Sporting records are full of similar anomalies. An outstanding case is that of S. M. J. Woods, who played Rugby for England and cricket for Australia.

R. W. Smeddle

R. W. Smeddle, the England and Cambridge Rugby footballer, has not yet returned to the 'Varsity, as he is having an operation on one of his knees. This will keep him off the Rugby field for the remainder of the season.

A French Sensation

Some consternation was caused in French Rugby circles by the refusal of the Minister of War and of the Colonel of his regiment to give leave to Samatan to go to England for the International match at Twickenham on February 22. The French Rugby Federation, however, made representations to the Minister of War and persuaded him to reconsider his decision.

A Centenary Match

The centenary match between Richmond and Blackheath played at Richmond aroused great interest. The game ended in a draw, each side scoring a goal and a try.

A Cambridge Win

Cambridge University gained an easy victory over Rosslyn Park. The credit for their success must be given in the main to H. E. Carris, the Blue, whose great strength and dash rendered his opponents powerless against him. He scored six tries, and kicked six place goals and a penalty goal. Carris weighs fifteen stone.

ROWING

All Cambridge tries to concentrate Cambridge is suffering from "water on the brain." In coffee dens, lecture rooms, and quadrangles Rowing is the topic of the hour.

Contests do nothing by halves. The whole University is thinking, talking, and, I strongly suspect, dreaming Rowing, writes Phipps in the Daily Mail. But behind this ephemeral fervour lies that interest in the 'Varsity boat which seems to be the orthodox religion of the average Light Blue. Cambridge, I am convinced, gains her triumphs by mass-concentration.

This year's Boat Race crew cannot compare with the Oxford crew as a vaudeville turn, for it contains only one musician in T. A. Brocklebank (stroke), a pianist with only moderately long hair.

The Clerical Oars

But it enjoys considerable advantages over its Dark Blue opponent in other directions. At least two of its members, besides the Hon. Sec. of the Boat Club, are destined for the clerical collar: a vocation in which they may miss the familiar sliding seat when they come to the choir stalls.

One hopes, of course, that they will not be so far victims of habit as to produce a megaphone in the pulpit.

Passing from the sublime to the tragic-Thomas (bow), we find a sportsman of the first water, whose favourite pastime is duck-shooting round the Waah. His bag is a consistently large one, but equally, consistently devoid of ducks.

"The Girl's Daydream"

The position of "Gowpath Idol" is undecided, one school of thought maintaining that Hickett (2) is just what the doctor ordered, while another openly hails Warriner (the president and No. 5) as Every Girl's Daydream. Between the rival Don Juans, however, a spirit of quaint camaraderie exists.

In R. E. (Swartwout) Cox Cambridge have the only literary giant of either 'Varsity boat. He once enjoyed a position of considerable responsibility on the Granta, the leading undergraduate paper, and is also a not entirely unknown figure in Fleet Street.

TENNIS

Playing in Artificial Light

Artificial light for lawn tennis under cover has so far proved a fairly adequate substitute for daylight, but this method has its drawbacks, as the atmosphere of a glass-roofed building is decidedly oppressive.

Several attempts have been made in Britain to provide effective lighting out of doors, and the Clapham Hard Court Club is the first organisation to make this experiment in the south. A number of games were played at the official opening of the courts by Mr. P. W. Rotherham, the Surrey County L.T.A. president, and all the players agreed that it was far more exhilarating than under cover. Long rallies proved that the ball could easily be seen.

In some of the big cities in Australia, I believe, artificially lighted open-air courts have been the vogue for some years.

Davis Cup

Twenty-nine countries are concerned in this year's Davis Cup campaign, as against the thirty of last year. France, the holding nation, will, of course, await her challenger, playing only one match.

It is a strange turn of fortune's wheel that the American zone, formerly so powerful, should now contain only four countries, of which the survivor is already earmarked. The United States has to play but two matches, neither very arduous, before she gains the right to meet the winner of the European zone. Thus America is assured of a profitable "gate" in advance.

The twenty-four nations in the other zone have no such guarantee. There the competition is much stronger, the chance of early defeat much greater. In 1928 Australia, anticipating a tour in Europe which would meet the cost of an expensive journey, fell in the first round to Italy.

With the return of Australia to the lists and the decision of Japan to break new ground in Europe, the identity of America's opponent in the Inter-Zone final constitutes an intriguing problem. Probably five nations are concerned in the race. These are, in alphabetical order, Australia, Germany, Great Britain, Italy, and Japan. Four of these five figure in the same half of the draw—an accident favourable to Japan, since she cannot meet any of the other four until the final.

Japanese Team

The Japanese team will certainly be well trained; they will have the confidence which two recent victories over the champion country on their own courts has inspired; but their singles players will have to encounter a skilful Kehring on his own territory in the first round, while Czechoslovakia and Holland have teams either of which can test them on their own courts. Yet one has an idea that, under Shimizu's captaincy, Harada, Ohta, and Sato will prove formidable opponents on any ground in Europe.

Sternest Task

Great Britain's task, by the incidence of the draw, is of the sternest. To reach the final of the European zone this country will probably be required to defeat in turn Germany, Australia, and Italy. Since Germany was drawn first, it is possible that the first-round tie will be decided in Berlin, for each country has now played one match on home courts.

The tragic death of Moldenhauer must weaken German chances, nor will the British team have last year's disturbing handicap of turf court play as a preliminary to an encounter on artificial courts. The British team, if at all strength, ought to defeat Germany.

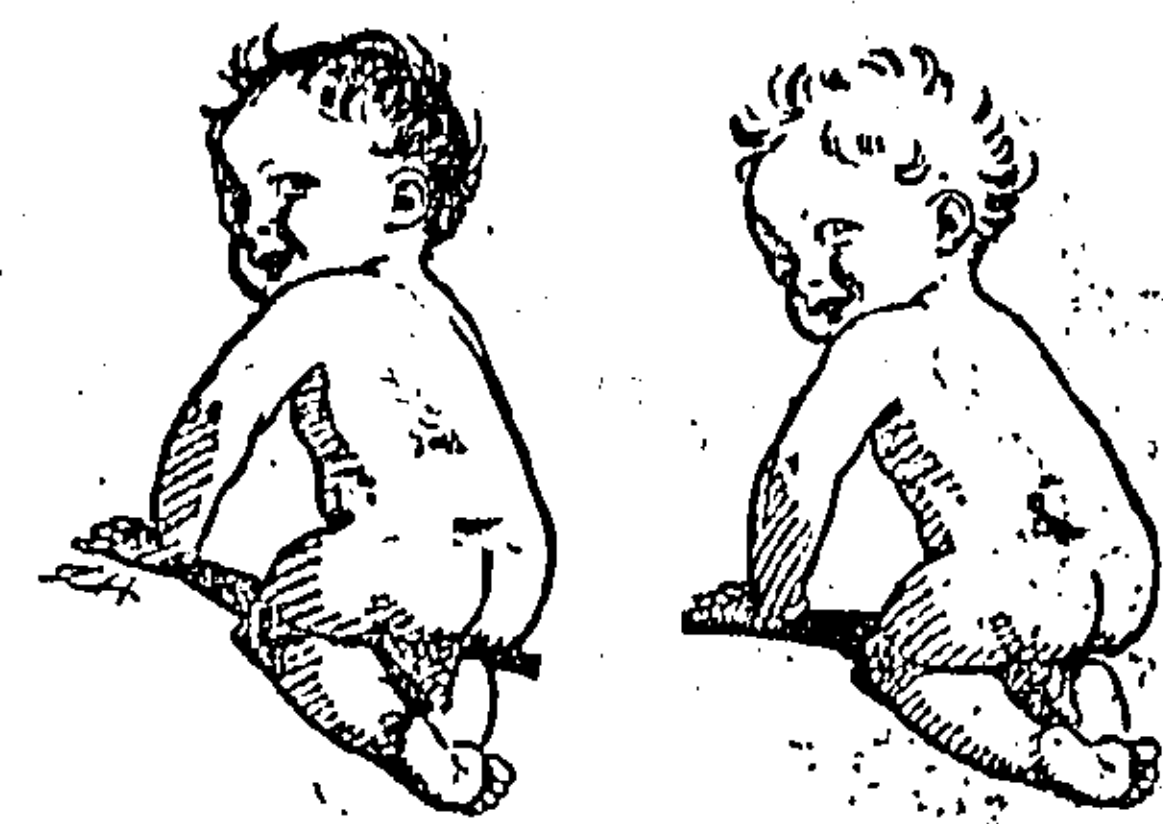
The prospective Australian tie must be more uncertain; but it is played on grass courts at home, and if our men can reproduce their Wimbledon form of last year, I should favour their prospects. The young Australians prefer the stimulant of their own climate and turf.

Italian Match

The Italian match, coming after Wimbledon, might be more critical. Presumably it would be decided on Italian courts; for even if the choice were open it is scarcely likely that either team, with an eye on future engagements would choose to play on grass. The Italian team, like our own, is steadily advancing; three of her players are young enough to improve materially.

British hopes cannot warrant a successful quest for the Davis Cup this year, but a passage through the European division may well be achieved, while a tilt against young America in the Inter-Zone final might have an unexpected result. That, however, may be looking too far ahead.

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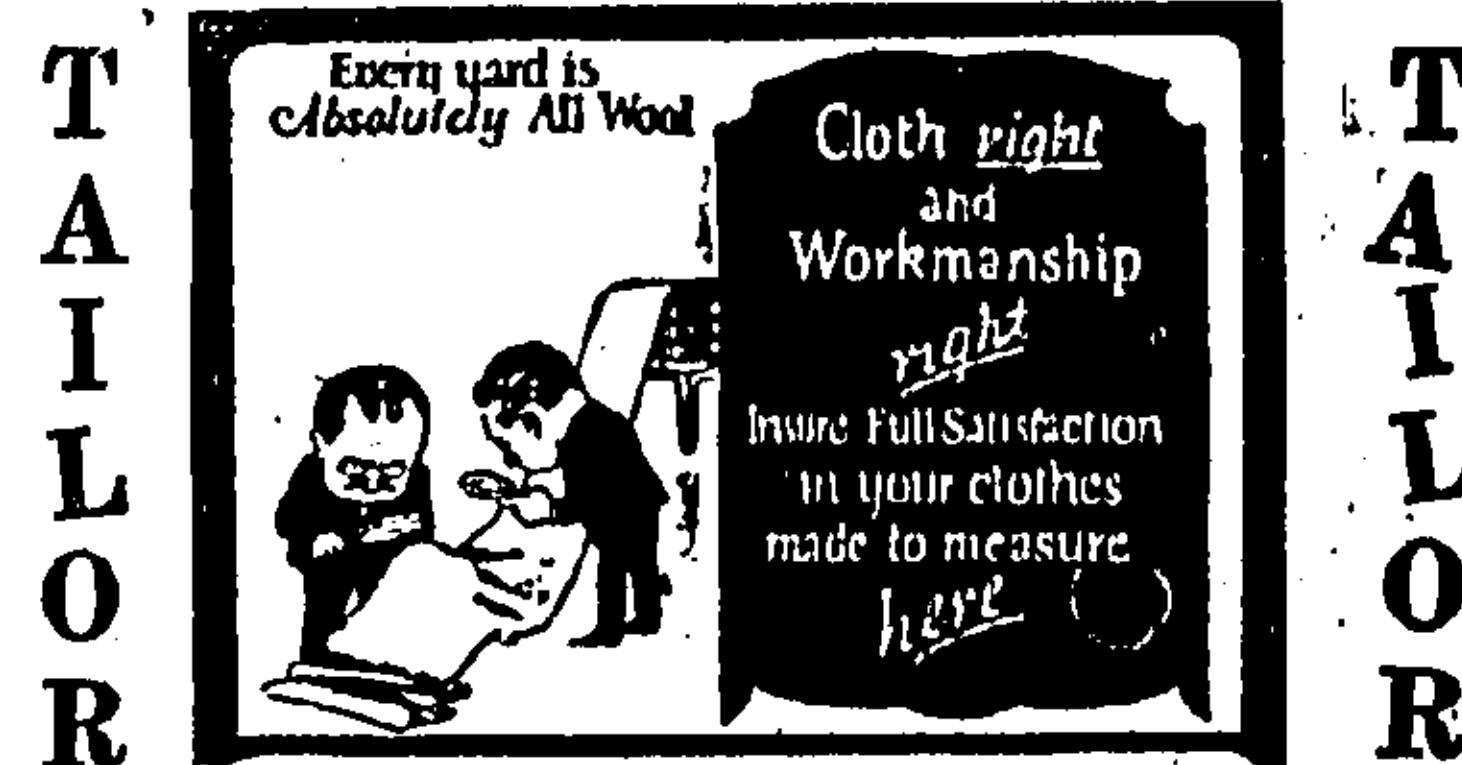
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CUP AND LEAGUE FOOTBALL

China Wins International Contest

RECREIO GOING STRONG

Somersets Defeat the Royal Artillery

By their victory of five clear goals China won the Sunday Herald Cup for the first time since its presentation in 1925. Scotland put up a plucky display but, on account of only one previous trial run, could not cope with the good combination of China's eleven.

Mrs. R. H. Kotewall presented the Cup to Mr. Lam Yuk-ying, China's Captain, with little Margaret Campbell handing Mrs. Kotewall a vase of carnations decorated in the H.K.F.C. Colours.

Recreio continued their winning ways by defeating Kowloon by the odd goal in three, while the Somersets took up the winning vein by mastering the R.A. by two clear goals.

The Navy Juniors continue to threaten to displace the K.O.S.B. at the head of the table by their defeat of Kowloon (by four goals to nil). As was expected Eastern, Ewo and St. Joseph's bagged full points from the R.A. Club and R.A.M.C., respectively. The Somersets had a shock by being beaten by S. China "B" after having had the greater part of the play.

RESULTS AT A GLANCE

"SUNDAY HERALD" CUP FINAL

China 5 Scotland 0

DIVISION I.

Somersets 2 R.A. 0
Kowloon 1 Recreio 2

DIVISION II.

Eastern 4 R.A. 1
Ewo 1 Club 0
Kowloon 0 Royal Navy 4
South China "B" 1 Somersets 0
St. Joseph's 5 R.A.M.C. 2

LEAGUE TABLES TO DATE

Division I.					Division II.				
P.	W.	D.	L.	Pts.	P.	W.	D.	L.	Pts.
K.O.S.B.	20	11	6	3	45	21	13	3	29
Royal Navy	18	11	5	2	36	20	27		
Athletic	17	11	3	3	40	18	25		
Somersets	16	10	2	4	37	12	22		
South China	16	8	4	4	26	12	20		
R.A.	20	9	2	9	31	33	20		
Kowloon	16	6	3	7	31	25	15		
Club	16	2	5	9	19	33	9		
Recreio	15	4	10	18	40	9			
St. Joseph's	19	4	14	17	58	9			
Police	17	2	13	17	46	6			

Sunday Herald Cup Final

SCOTLAND v. CHINA

Teams representing the above countries met on the Club ground, Happy Valley, before a large attendance, and after a very pleasant game China ran out easy winners by five goals.

Referee, L.S.B.A. Atkinson, lined up the following teams:—
Scotland: Rodgers, McKelvie, Oram; Gilchrist, McGreavy, McBride; Bell, Sorbie, Frazer, Valentine, Scott.

China: Chan Shek-pui; Li Tin-sang, Lai Yuk-tat; Ho Cho-yuen, Wong Shui-wa, Lam Yuk-ying; Tso Kwai-shing, Li Wai-koon, Wong Pak-chung, Suen Kam-shun, Ip Pak-wa.

Scottish Raid Deflected

China kicked off and immediately attacked on the left, but McKelvie came to the rescue with a good clearance and play was transferred. The China defence were well together and nothing came of the raid: Ip Pak-wa got through and Rodgers did well to clear from him at point blank range. A foul against Suen relieved the pressure and the Scots forwards got moving and put on strong pressure, but the China defence were giving nothing away, and Chen was rarely called upon. Play was transferred and from a good position, Ip Pak-wa put high over the bar, Wong Pak-chung then going close with a good shot. The Scots again attacked and a dropping shot by Sorbie tested the goalkeeper, who cleared well with Valentine in attendance.

The Scots continued to press, but their attack was very ragged and could not penetrate such a strong defence.

A Great Save
China got to the other end and forced a corner and Suen sent in a strong shot which McKelvie was lucky to intercept, as it looked a certain goal. In the next minute Rodgers brought off a great save from a fast drive by Suen.

The Scots now had a turn of attacking and forced a corner on the right, but Lai Yuk-tat kicked clear, settling his own forwards on the move, and from Tso Kwai-shing's centre Suen bent Rodgers with a fast drive which gave the goalkeeper no chance.

China continued to be aggressive and Suen tried another shot but Oram deflected for a corner,

from which Wong Pak-chung headed wide.

Good Opening Spoiled

Play was transferred and after a good movement by Frazer and Scott, the latter hit the upright with a fast shot. Next Ball forced a corner but this was fruitless. China returned but offside against Wong Pak-chung spoiled a good opening. After a good run Tso Kwai-shing sent in a high shot, which Rodgers cleared well. From now to the interval China continued to have most of the play, and when the whistle sounded they well deserved their lead as they were a much better balanced team, whilst the Scots seemed to get together.

Half-time: Scotland 0, China 1.

Dangerous Tactics

On resuming the Scots were a reshuffled team, McGreavy going to centre forward, McKelvie to centre half and Frazer taking up the full-back position. The Scots attacked and forced a corner on the left, but this was cleared and play transferred when things looked dangerous, Frazer coming to the rescue with a timely clearance.

The Scots left wing got going, but Scott's parting shot went wide of the mark. Three good centres were put across from the right, but they were not taken advantage of, play being carried to the other end, where Rodgers was called upon to clear from Ip Pak-wa. Offside against Suen relieved the pressure and at the other end McGreavy put in a fast shot that missed by inches. China returned and forced a corner on the right from which Wong Pak-chung hit the underside of the crossbar. The ball rebounded to play and Wong passed to Suen, who scored with a well placed header well out of the goalkeeper's reach.

China continued to press, but off-side against Suen relieved the position and Bell made a good run on the right. Lai Yuk-tat cleared and China returned to the attack. Wong Shui-wa was prominent with some nice play, but offside against Suen spoiled all the good work.

Gilchrist Bends Behind
Pressure was relieved and at the other end Bell forced a corner. Gilchrist sent behind and Bell next put across a good centre. After a melee in the goal area Lai Yuk-tat made a good clearance, settling his forwards in motion, and Ip Pak-wa made ground on the left before crossing to

Suen, who had no difficulty in beating Rodgers from close in.

China kept up the pressure and Frazer handled a centre from the right, Lam Yuk-ying took the spot kick and Rodgers brought off a great save, but the ball rebounded to Lam, he made no mistake with the second attempt.

The Scots, although four goals in arrears, were still fighting hard and both Scott and McKelvie had had luck with good shots that just missed. McBride next tried a shot but he was well off the target.

China Attacks Strongly

Play was transferred and Rodgers brought off a great save from Tso Kwai-shing, and later from a foul 30 yards out Wong Pak-chung came close with a good drive. At the other end Sorbie put in a good shot which the goalkeeper saved at the expense of a corner, but this was fruitless.

The China forwards now attacked strongly, but the Scots backs were playing well forward and off-side robbed them of many good opportunities. In the closing minutes Suen added a fifth with a fast drive from 25 yards. This completed the scoring and China were worthy winners and well deserve to have their name inscribed on the Charly Cup for the first time.

Result: Scotland 0, China 5.

Presentation of Cup

After the match Mr. W. E. Hollands in a few well chosen words called upon Mrs. Kotewall to present the Cup to the winning team. She then received from little Margaret Campbell a vase of carnations decorated in the H.K.F.C. colours. Miss Campbell in return received the China team's mascot (a doll), which had kept their goal intact from Chan Shek-pui, the China goalkeeper. The captain of the winning team, Lam Yuk-ying, called for three cheers for Mrs. Kotewall, which were heartily given.

Division I

SOMERSETS v. R.A.

On the Military Ground at Soekumpoo P. O. Critchett lined up the following players:—

Somersets: Hall, Hulsh, Hayward; Knapp, West, Harris; Rayson, Guest, Earley, Bewley-Bull and Butcher.

R.A.: Fletcher, Oliver, Frearson; Watson, Gardiner, Seal; Rogers, Allen, Gill, Moore and Walker.

The Somersets won the toss but the first thrust came from the "Gunners," who were well held. The "Sets" rattailed but Oliver and Frearson called a halt. The ball was now threatening each goal in turn for some minutes with the defences clearing well or shots going well wide of the mark. Butcher gave Earley a good chance to open the scoring but he shot wide. Just before the interval Hall brought off a fine save.

Half-time: Somersets 0, R.A. 0.

A Promising Attack

Upon resuming the "Sets" set up a promising attack and Butcher just missed the further upright with an angle drive for Fletcher to clear well from West. With the defences again on top little progress could be made by either from the line until the "Sets" were awarded a penalty. West took the spot kick and sent in a low drive which had Fletcher beaten. Under pressure the R.A. failed to clear their lines and resulted in a melee from which Bewley-Bull found the net. In the closing minutes the R.A. made a final effort and Moore had hard luck with a good header, Hall making a spectacular save. Time arrived with the "Sets" still holding their two goal lead and they fully deserved to bag both points.

Result: Somersets 2, R.A. 0.

KOWLOON v. RECREIO

This local Derby was contested on the Kowloon F.C. Ground with L/Serjt. Caswell taking charge of the following elevens:—

Kowloon: Angus, Gillot, C. Pile; Hedley, Dowman, Eastman, T. Pile, Cotton, Moss, Simpson, Milos.

Recreio: Beltrao; Silva-Netto, Souza; Figueiredo, Ramalho, Lavranec; Goncalves, Ward, Roza-Pereira, Rocha, Santos.

Kowloon Set The Pace

The Recreio won the toss and set Kowloon to face the breeze. Kowloon went close in the first few minutes by the aid of Cotton, whose shot went just over. The visitors went down to force a corner which was cleared by Gillot.

Kowloon pressed and obtained two corners both of which were cleared.

A Perfect Centre

The Recreio now started to pull together better and Ramalho sent Goncalves away for the latter to put across a perfect centre, which was met by Rocha with his head and turned into the net. This set-back gounded Kowloon into further activity and they scored round the Recreio's goal mouth, but Silva-Netto was kicking strongly and safely, and was ably backed up by Suen, so that between them they managed to keep Kowloon's forwards at bay, Milos put behind

when nicely positioned and Dowman put over the post.

Half-time: Kowloon 0, Recreio 1.

Another Kowloon Invasion

On resuming Kowloon attacked and Milos's centre was put past by Simpson. Moss also shot wide, and Cotton was robbed when in the act of shooting. The Recreio came away, and proceeded towards Kowloon's goal with a series of short passing movements, to wind up with a stinging shot from Roza-Pereira, which was safely held by Angus.

Keeping to it, the Recreio had another try and by the same tactics as before, they swept down, the ball travelling swiftly from one man to another, until they had Gillot and Pile well separated.

Ward slipped the ball through the centre for Rocha to dash in, and with a rasping drive, Rocha beat Angus all the way. Just afterwards Goncalves tried a run and narrowly missed.

A Corner Forced

Santos forced a corner and the well placed kick was headed into Angus's hands by Roza-Pereira. Santos was now pulled up for off-side, and from the resultant kick, Kowloon got away for Simpson to head past from Pile's centre. Gillot frustrated an attempt by Santos to run in and get a shot, and from his clearance Kowloon went away again striving hard to reduce their arrears.

Dowman again headed over and Milos put behind, Pile going very close. Pile tried a long shot, but it was held and cleared by Beltrao. Another centre from Pile was converted by Moss, with a shot well out of Beltrao's reach.

Cotton's Bad Luck

Cotton had some bad luck, his shots just going past. Milos, through hesitating lost a fine chance to equalise from Pile's centre. Kowloon continued to press, but the Recreio's defence was sure.

The Recreio broke away and Goncalves sent across a fine centre which was smashed into the side of the rigging on the wrong side, by Ward. The final whistle saw the Recreio walk off with the two points, which they fully deserved. They fought like Trojans throughout the match and seized their chances with avidity.

Result: Kowloon 1, Recreio 2.

Division II

EASTERN VERSUS R.A.

These teams met on St. Joseph's ground Happy Valley. C.S.M. Courtney lined up the following teams:—

Eastern: J. F. da Silva; Lau Ching-yun, S. A. L. Rahman; Ng Ying-kay, Cheung Yui-nam, Fung Ying-wai; Lai Ting-choi, Lee Bing-tong, D. Leonard, M. S. Salich, M. Sabhan.

R.A.: Moore; R. Hall, Reed; Eardley, J. Hall, Schofield; Stanton, Trice, Taylor, Woods, Finn.

Eastern Open The Score

Eastern with the wind behind them had most of the play, and Sabhan was prominent with some good runs on the left. During a melee in the Gunners goal area, a defender handled and from the spot kick D. Leonard opened the scoring with a well placed shot.

A few minutes later Eastern were awarded a free kick from 30 yards out. Ng Ying-kay placed the ball nicely and Lee Bing-tong breasted it into the net. Just before the interval Sabhan put across a lovely centre and Lee Bing-tong had no difficulty in beating Moore.

Half-time: Eastern 3, R.A. 0.

On resuming the Gunners, with the wind behind them, had a good share of the play, but the finishing of the forwards was very poor, some good scoring opportunities being missed. Twenty-five minutes had gone before they registered their only success, a shot from Stanton being deflected past Silva by a defender. Eastern retaliated and were awarded a penalty for a foul on Lee Bing-tong. D. Leonard took the spot kick and made no mistake with his drive. This concluded the scoring with Eastern well earning their victory.

Result: Eastern 4, R.A. 1.

EWO v. CLUB

These teams met on the Athletic ground Happy Valley. Mr. Goodrich lined up the following teams:—

Ewo: Lan Hing-cheung; Chung Chun-ying, Lam Ho-yin; To Ho-ching, Cheng Kam-ton; To Ho-ching; Tsan Yin-fai, Kam Sik-wai, Tang Hon-sing, Ho Yun-tim, Fung King-yiu.

Club: Stirling; Sloan, Hynes; Ratliff, Panchon, Denn; Morhaus, Dobson, Smith, Pankhurst, Thompson.

Ewo kicked off and were the first to become dangerous but play was transferred and from now on it was a well contested first half, with honours going to the defenders. After twenty minutes play from a good centre from the left Kam Sik-wai beat Stirling with a good shot.

Play Hard and Fast

Play was now hard and fast but mostly in mid-field. Before the interval the referee had to caution both Hynes and Ho Yun-tim for doubtful tactics.

Half-time: Ewo 1, Club 0.
The second half was a repetition of the first, the defences coming out on top, and no further scoring took place. In this half Chung Chun-ying was cautioned.
Result: Ewo 1, Club 0.

KOWLOON v. NAVY

On the Railway Ground Mr. Lawrence lined up the following elevens:—

Kowloon: Stokes; Hawk, Hast; Seddon, Nichols, Mowbray, White, Ferguson, Bleckford, Smith, Elkin.

Navy "B": Langlands; Cordory, Howard; Hammon, Hughes, Brown; McLaughlin, Goodman, Wyatt, Bennet, Hitchcock.

Tame Opening

The opening stages were very tame and neither team looked at all dangerous. Desultory midfield play was the order for some time. Later the Navy pressed, and from a forward pass Bennet scored. The Navy defence checked a couple of promising movements on the part of Bleckford and Smith. Returning to the attack Goodman tried a good shot which was well held by Stokes.

Half-time: Navy 1, Kowloon 0.

A Terrific Drive

On resuming a terrific drive from Bennet went just past. Stokes conceded a corner from a shot by Hitchcock. The kick was well placed but was headed over by Hughes. Hawk was effecting some fine clearances though the Navy were not to be denied. Wyatt, running through, gave Stokes no chance. A few minutes later, Bennet again beat Stokes with a hard shot. The Navy were having all the play and kept Kowloon hard at work to try to prevent them from getting near enough to shoot. Hughes slipped McLaughlin the ball, and that player ran down his wing beat three defenders and scored the best goal of the game.

The Navy tried shot after shot, some going wide and high and some being well taken by Stokes, who was playing a sound game, keeping the score down. The final whistle sounded with Kowloon penned to their own half.

Full-time: Navy "B" 4, Kowloon 0.

S. CHINA "B" v. SOMERSETS

On the Caroline Hill Ground Mr. Maxwell lined up the following teams:—

South China "B": Chan Ku-ching; Yueng King-hoi, Yu Kauping; Yueng Kum-po, Lee Shul-hong, Cheung Kwok-choi; Kwok Hin-wak, Chu Fook-to, Ah Lee-hong, Sui Sze-chuen and Lai Kong-kum.

Somersets: Verrier; Fothergill, Green; Legg, Mead, Savagar; Kearle, Guest, Denmead, Leyshon and Evelt.

South China "B" won the toss and elected to take advantage of the wind but play commenced with two players short, the side being completed after ten minutes. The Somersets gained possession and the ball was sent out to Kearle, but Leyshon shot weakly from the centre.

With the Somersets on top South China "B" were practically penned to their own half, but with the "Sets" weak in front of goal they failed to find their opponents' net. South China then broke away to bring about a melee in front of the soldiers' goal for Green to handle within the area. Lee Shul-hong took the spot kick and Verrier made a desperate effort to keep it out but failed.

Half-time: South China "B" 1, Somersets 0.

Upon resuming the "Sets" endeavoured to put more "zip" into their efforts and they succeeded in keeping their opponents to their own half, but they failed to bent Chan. They had all the play and should have scored on more than one occasion, but continued to fail, South China weathering a terrific bombardment.

Result: South China "B" 1, Somersets 0.

ST. JOSEPH'S v. R.A.M.C.

These teams met on the Military ground, Soekumpoo. Mr. Rich lined up the following teams:—

St. Joseph's: McGrann; K. M. Omar, Fernandez; Bayly, Sands, Marvan; A. M. Omar, Souza, Castilho, Haroon, Moran.

R.A.M.C.: Clarke; Parkinson, McLeavy, Raven, Devlin, Roberts; Goodman, Flynn, Tarney, O'Brien, Ineson.

Ineson's Clever Play

The Medicals kicked off with the wind behind them, but St. Joseph's had most of the opening play and, after some pressure, Castilho opened the scoring from close in. The College continued on the aggressive and Souza increased their lead. The Medicals now took the game in hand and Ineson reduced the lead, just before the interval from a centre by Goodman, Ineson equalised with a good shot.

Interval: St. Joseph's 2, R.A.M.C. 2.

After the interval the College with the wind behind them had most of the play. From a penalty for hands Castilho added a third, and a few minutes later Souza again beat the goalkeeper. Just before the end from Moran's pass Haroon brought the total up to five.
Result: St. Joseph's 5, R.A.M.C. 2.

LOCAL CRICKET

De Rome Regains Former Brilliance

HONG KONG GO DOWN

I.R.C.'s Praiseworthy Defeat of Police

The Civil Service C.C. distinguished themselves yesterday by defeating the Hong Kong C.C. in the senior division of the cricket League, thanks mainly to F. J. de Rome who gave a sound batting display which was reminiscent of the days when he was at the top of his form.

The C.S.C.C. are now the most favourably placed team for the runners-up berth, unless Craigengower take the full three points in their remaining fixture with the Indian R.C.

In Division II, the I.R.C. 2nd XI are staging a rather belated effort to make up for lost ground, their victory over the formidable Police team being a praiseworthy achievement.

"Ewo" followed up their win over "Wayfoong" a fortnight ago, by accounting for "Talkoo."

Details of a full programme, which included four other friendly matches, follow:—

League I

H.K.C.C. v. C.S.C.C.

On their own ground, the Hong Kong C.C. lost to the Civil Service C.C. by nine runs.

For the winners, de Rome played a masterly innings for 59. Using rare judgment in punishing only the loose deliveries served up to him, de Rome was responsible for saving what might easily have been a complete collapse for his side, as wickets were falling rapidly at the other end. Later, Evans (29) helped materially towards the Civil Service total of 128.

Wickets were shared by Owen Hughes (5 for 29), Bowker (3 for 38) and Reid (2 for 10).

With the early separation of their formidable opening pair, Duckitt and Batger, the H.K.C.C. appeared demoralised and would have been in a very sorry plight but for a sound display for 50 by Mitchell. Only two others reached double figures, the entire side being dismissed for 119. Kelly and Hamilton accounted for three wickets each for 25 and 29 respectively, while Baker took two for 12.

Neither team was at full strength, the H.K.C.C. being the more depleted side. Scores:—

Civil Service C.C.

F. J. de Rome, c. Harris Walker, b. Owen Hughes, 59
Owen Hughes, 38
F. Baker, b. Bowker, 29
E. R. Duckitt, b. Bowker, 23
D. M. McDougall, b. Owen Hughes, 20
J. Evans, c. Owen Hughes, b. Reid, 29
S. Buffour, b. Reid, 15
D. Evans, b. Bowker, 29
E. W. Hamilton, b. Owen Hughes, 10
F. H. Holdmann, b. Owen Hughes, 8
D. R. Kelly, not out, 11
Extras, 11

Hong Kong C.C.

E. R. Duckitt, b. Reid, 6
K. H. Batger, b. Baker, 1
E. J. Mitchell, c. Kelly, b. Hamilton, 50
Hamilton, 10
H. Owen Hughes, b. Hamilton, 9
R. H. Wild, b. Kelly, 3
A. Reid, b. Kelly, 10
A. C. L. Bowker, b. Kelly, 0
J. D. Humphreys, not out, 14
A. C. Beck, run out, 2
W. Harris Walker, b. Hamilton, 4
Extras, 10

Total

C.S.C.C. 128
H.K.C.C. 119

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The highest scorer on either side

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N. A. E. Mackay, c. b. Alves, 10
H. Marlow, run out, 11
G. B. Havan, b. Pereira, 10
G. Lee, b. Sousa, 8
G. A. V. Hall, b. G. A. Guterres, 8
A. J. Kew, not out, 9
J. Baldwin, b. Sousa, 5
A. R. F. Raven, b. Sousa, 5
N. H. Ross, b. Sousa, 3
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Extras, 8

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F. J. Remedios, c. Smith, b. Lee, 3
H. A. Burrows, b. Lee, 3
M. F. Pinnas, c. Hall, b. Lee, 0
J. H. Phuolredo, b. Smith, 0
J. H. Carvalho, b. Lee, 0
G. A. Guterres, at Mackay, b. Baldwin, 10
A. P. Pereira, c. Smith, b. Lee, 0
C. M. Sousa, not out, 0
Extras, 1

Total

Kowloon C.C. 2nd XI 86

BOWLING ANALYSIS

O. M. R. W.
Sousa 12 3 27 5
Pereira 8 2 10 1
G. A. Guterres 9 2 17 2
H. M. Xavier, at Mackay, b. Smith, 5
H. A. Alves, c. Smith, b. Lee, 5
F. J. Remedios, c. Smith, b. Lee, 3
H. A. Burrows, b. Lee, 3
M. F. Pinnas, c. Hall, b. Lee, 0
J. H. Phuolredo, b. Smith, 0
J. H. Carvalho, b. Lee, 0
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A. P. Pereira, c. Smith, b. Lee, 0
C. M. Sousa, not out, 0
Extras, 1

Total

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Books and Authors

FEBRUARY "MAGS."

The National Review

Lord Sydenham writes an interesting article on Lord Lansdowne in the February "National Review," and "Custos" discusses the opening of the Naval Conference. William Teeling has much that is interesting to say about nursing an East-End constituency.

Lord Dunboyne contributes a rain guide for the British Isles, and among the remaining articles are: "Peace in Our Time," O. Lord, by F. D. L. Smith; "The South African Scene," by Vere Sleight; "Pack-Donkeys and Honey-Guides," by Fane E. S. Ingram; "The Way of Translators," by Richard R. Otley; "Slovakia," by Adam Bey; "The Slum Problem," by Alexander Francis Part; "The Man Eater at This Camp Fire," by Brig-General R. G. Burton; "The Open Road to Health," by Norman Parfitt; and "Mrs. Browning's Letters," by Denham Dobree.

There are interesting paragraphs on the "Episodes of the Month," and it is stated that Mr. L. J. Masse, who has undergone a severe operation, is unable at present to deal with any correspondence.

The "Nineteenth Century and After" The first article in the number for February is on "The Three-Party System," by Professor F. J. C. Hearnshaw, LL.D., King's College, London. It was followed by one on "Coal Production," by Professor J. H. Jones, Leeds University. "An Educational Survey: The Profession of a Teacher," by Beatrice C. Mullins, Headmistress of Sherborne School for Girls; and "The Future of Sex Power: A Speculation," by Melvin S. Talbot, Lieutenant, U.S. Navy. The other articles include: "The Dispute Between Russia and China," by Ching-Chun Wang; "Canada's Outlook," by Geoffrey F.

FRAGMENT

The Silent Grandeur of the Hills

It was a gold day. Rusty fields, green hills, purple mountains and over all a curve of blue sky flecked with white clouds. All through the rosy dawn and joyous morning he had followed the rolling country, pushing to the top of one hill only to find, beyond it, another. Stopping now and then to admire a neglected meadow, where the red sorrel ran like a ragged flame, or pausing to catch the distant note of a bird's call. So the morning merged to a glorious golden afternoon, and now he could see, far ahead, the object of his pilgrimage, the great purple mountain, looking upon its massive beauty, those well-loved lines came to him again—

"The mountains they are silent folk
They stand afar, alone
They hold their forests round
their feet
And bolster up the sky."
But the shadows were growing longer now, and he roused himself from reverie to push on to water and shelter for the night. As he reached the first clump of trees that marked the base of Blue Knob, a deer lifted a startled head and plunged away into the underbrush. Following a dim overgrown trail, he found it opened after a short distance on a little singing spring. He sank down beside it and lent himself to its lyrical music.

When the humble camp had been made for the night and the fire over which he had cooked his food had become but a handful of embers sending up a thin spiral of bitter blue smoke, he went softly through the trees and came out again into the green. The sky above the treetops had faded to a soft yellow. In the east a single star shone a bit uncertainly when

by depriving two of the strongest appetites of their natural satisfaction, promote a tension which can be relieved by the cultivation of prayer and spiritual ecstasy. If Oriental asceticism is in certain aspects a rationalization of this experience, then so far Oriental asceticism correctly interprets the phenomena of life, though I believe that it teaches that the intense renunciation is only "a technical optimum for certain exceptional natures, which are ripe for saintliness. In such cases the creative energies are capable of transmutation into a spiritual one. In others the repressed desires are merely forced up into the realm of the soul." But where this asceticism really errs is in its despair of remoulding life, of mending it or making it any better than it is by patience and ingenuity. The medieval ascetics quite as much as Eusebius and I would add, quite as much as the Buddha, believed the world to be perishing and running down and reaching its last end. Relief might be possible, but cure was not.

Now the European world from the fifteenth century onwards began to experience a new view of life. I think we must regard it as due, in the main, to the revival of interest in the methods of Greek free thought, coupled with the maturing of the Nordic peoples of Northern Europe, the opening up of the new world, the rise of the Copernican Astronomy, and the decay of the belief in an immediate dissolution of life upon the planet. Protestantism in its genesis belongs, as Troeltsch truly observes, to the medieval world, although in this one respect it abandoned the medieval view by giving up the conception of two grades of human life, and making all life equally the service of God. The English book of Common Prayer contains not a single reference to the two standards of life, natural and supernatural, and it is significant that the new Deposited Book has repaired this omission by redrafting the Preface to the Marriage Service, so that it now runs, "Such persons as are not called to remain unmarried" instead of "Such persons as had not the gift of continency." But early Protestantism was still interested in Soteria. Luther simplified the means whereby Soteria was obtained, but his main interest is in the inner experience of the free grace of God which makes guilty and despairing men happy and blessed with the assurance of salvation. The emphasis is on preparation for the next world. The Protestant Minister quits as much as the

OUR WEEKLY SERMON

Christianity As World Renouncing

MODERN CHURCHMAN'S VIEWS

[By the Rev. A. C. Bouquet, D.D., Hulsean Lecturer, 1924-1925.]

(Continued from March 16.)

(2) The men renowned for piety before Moses are recorded as having lived when human life was first beginning and organising itself, while we live when it is nearing its end, and so they were anxious for the increase of their descendants, that men might multiply, that the human race might grow and flourish at that time, and reach its height; but these things are of little moment to us, who believe the world to be perishing and running down and reaching its last end, since it is expressly said that the Gospel teaching will be at the door before the consummation of life, while a new creation and the birth of another age at no distant time is foretold.

(3) We are able to provide teachers and preachers of the word of Holiness, free from all ties of life and anxious thoughts, and in our day these men are necessarily devoted to celibacy, that they may have leisure for higher things: they have undertaken to bring up, not one or two children, but a prodigious number, and to educate them in godliness and care for their lives generally. On the top of all this, if we carefully examine the lives of the ancient men of whom I am speaking, we shall find that they had children in early life, but later on abstained and ceased from having them. For it is written that "Enoch pleased God after Mathusalem was born."

A Distinctive View

I have quoted Eusebius at some length (the whole of his Chapter IX is extremely interesting), not only for the plain reason that the three extracts vividly illustrate our subject, but also because the view of life which he sets forth is that of the Christian Church in its main essentials right up to the verge of the Renaissance, and is indeed the distinctive view of Catholic Chris-

ianity to our own day, as may be seen for example in Baron von Hugel's well-known essay on the Supernatural. The ratio of world-renouncing to world-accepting Christians varied, probably from generation to generation, and was undoubtedly determined by the vicissitudes of European history: such, for example, as the incidence of war, plague, and famine, the disruption of society resulting from the Barbarian invasions and collapse of the Western Empire, and the dark periods of mediaevalism like (in this country) the reign of Stephen. The principles of the distinction between the natural and supernatural life were restated and re-written by St. Thomas Aquinas, but I think we must feel that the statement of Eusebius well describes the main features and principles of the world-renouncing experience, whether we consider their embodiment in the lives of Antony, Pachomius, and the other celebrities of the Lausiac history of Palladius, Jerome and Eusebius, Benedict, Bernard of Clairvaux, Francis, Dominic, or Lady Julian of Norwich. It is not enough to say that the whole succession of ascetics owes its origin to the invasion of Christendom by Oriental notions of the malignity of matter and the obscenity of sex. That is only partly true. The call for some to forsake domestic ties and private incomes is clearly sounded in the teaching of Jesus, and the psychologist is ready to tell us that for those who wish to specialize in spiritual matters renunciation is a necessity, since

"the deprivation of normal satisfaction to the organism along any line of distinctive activity tends to promote an inner disturbance which in the case of man finds compensatory outlet in fantasy-thinking."

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and Fancy Designs.

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(Continued at foot of preceding Column.)

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(To Be Continued)



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every day

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complete control
of the nerves make
every minute
of every day
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irritability, but
instead, calm
control and keen
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best of every

minute. Work becomes pleasure, play a joy—difficulties
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rich milk and selected malt extract. Its chocolate aroma
is captivating, its flavour, delightful and its soothing
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to match at \$ 2.50

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are more ex-
hilarating
than that
of climbing a mountain. The
physical satisfaction it affords
alone makes it worth while and,
once on the summit, with a dis-
tant panorama of hills and sea
upon which to feast the eyes,
there comes a sense of achieve-
ment. It is in this spirit that men
ascend Mount Everest or tempt
the perils of the Alps.

The New Terri-
Some Stuff
Climbing
for the moun-
taineer, although among their
ranges may be found some
peaks which entail still climbing.
Tai Mo Shan (9130 feet) is the
highest mountain in the Colony,
yet its ascent cannot be said to
be difficult, and even a moderately
good walker should be able to
reach the peak without exhaus-
tion. Perhaps the most interest-
ing mountain in the Colony from
the pedestrian point of view is
Ma On Shan, which rises to 2,261
feet in the Western section of
the New Territories. This is the
second highest mountain and is
comparatively arduous to ascend,
since the only path up to the
summit is a narrow track used by
grass-cutters. Its approach lies
far off the beaten highway and it
is probably seldom visited by
Europeans in the course of their
tramping expeditions.

A pleasant way
of reaching Ma On Shan
is to take the bus from
the Ferry to Kowloon City and
thence walk up to Customs Pass.
At the top of the pass one is faced
by two paths, (that on the right
leading to Chiua Lau Chu
village), and should take that to
the left, leading eventually to Ho
Chung village, which possesses
an interesting temple adorned
with coloured figures in relief on
the facade. The path is reason-
ably level until Fui Lu Ha, a
hamlet a little beyond Hebe Bay
or Haven, is reached. Through-
out the journey one passes
numerous plantations of the
pandanus, an odd-looking species
of wild palm, with gnarled and
contorted limbs and untidy
masses of spear-shaped leaves.
They bear a fruit similar in size
and appearance to the pineapple;
it turns a reddish colour when
ripe, and is of an acid flavour.

The charm of Fui
Lu Ha lies in its
proximity to the
inlet, which widens
at its mouth to enter inner
Port Shelter, an arm of the
sea containing an archipelago of
beautiful little islands. It is
merely a hamlet, with a farm-
house, a temple, a wayside rest-
ing place, and a natural pier of
rocks that runs for thirty yards

or less from the shore. There is
a romantic detachment about the
spot that is strangely fascinating
to the visitor, and one could
imagine in a flight of fancy what
an excellent pirate lair it would
make.

The fishing village of Sai Kung
lies just over the rise and one en-
ters it gradually until from the
hillside the whole of the crescent-
formed "port" is visible.
There is a stone pier alongside
which the steam ferries moor,
and the miniature harbour pro-
vides shelter for a quite large
fleet of sampans and junks. All
along the slips the fisher folk
hang their nets to dry whilst in
the streets below, so narrow that
two persons can barely pass in
comfort, are the stalls, where
panniers filled with every variety
of local fish attract the peasant
from the neighbouring country-
side. On leaving Sai Kung one
passes through a maize of padi
fields and the path is at times a
puzzle to discover. Maps are here
of little use, and one can scarcely
do better than to follow a
stream which issues from the foot
of a hill, 1,926 feet high, between
Ma On Shan and Pyramid Hill.

On leaving Fu Tai
View of
China
is thickly wooded for
this part of the
country, one deviates to the
left and follows the direc-
tion of the valley running between
Ma On Shan and Pyramid Hill.
From now on it is hard climbing
all the way until the village of
Wong Chuk Young is reached.
Descending into the village, from
which a view of the distant hills
of Kwangtung may be obtained,
one takes a path that commences
from behind the houses and
leads to the top of the valley.
The route is mostly through long
grass and over loose rubble and is
extremely steep in places. Indeed,
even the walker who is in good
training will require to pause and
rest when he attains the summits
of the innumerable hills which,
when seen from the mountain-top,
appear to be insignificant little
mounds.

The views to be had
Green all the way up are
Islands magnificent. Sai
Kung village nestles
in a haven to the right and the bay
is jewelled with numbers of green
islands. Minute junks glide idly
from shore to shore. To the
west lies a sprawling peninsula,
sparsely inhabited, which flings
its jagged coastline to the
westernmost extremity of the
New Territories. Seen from Ma
On Shan it appears an inhospit-
able country of barren mountain
ranges, reddish-brown humps
declining from the Peak (1,976
feet) in a series of sweeps and
purple clefts to Sharp Peak,
(1,436 feet) whence it is de-
voured by the sea at Fung Bay. Of
quieter charm, the scenery on the

left, below the elbow of the aptly-
named Hunchback Range, lies a
fertile valley skirting the calm
waters of Three Fathoms Cove.
In the opposite direction a wide
panorama of the eastern penin-
sular may be enjoyed, with Tolo
Harbour and Tide Cove imme-
diately below and Tai Mo Shan
frowning in majesty in the blue
haze.

It is a delicate task
Sombre to reach the small
Colours boulder of granite
which caps Mount
Ma On Shan, for in places
it is sheer rock cliff,
barren of grass, with only the
magenta blossoms of the wild
azalea to relieve the sombre
colours. One eventually gains
the summit and clasps the flag-
staff (erected there by a survey-
ing party) with a feeling of
triumph. The atoll falls precipi-
tately down on all sides but one,
and that slopes steeply on to the
backbone of the Hunchbacks,
which writhe their distorted
hillsides into Tolo Harbour.
Far away the ricefields in the
Shatin Valley gleam in the sun,
and the railway train, a mere
toy, may be seen puffing along
the track to Tai Po.

The descent into Tai Shui Hung
village is perhaps the most ir-
some part of the journey, for
there are no paths or even tracks
worthy of the name, and the hill-
side is slippery and scattered
with treacherous rocks. At the
foot of the hills there is a mili-
tary path leading to some earth-
works, but this soon dwindles to
a mere nullah and one may easily
lose one's way and wander for
hours in thick brushwood until
the track is regained.

At Tai Shui Hung
there is the alterna-
The Way tive of taking a
Home sloop across Tide
Cove to Shatin, a distance
of about one nautical mile,
or, if time allows, of following
the coast as far as the old Shatin
village (a good three miles walk)
and then crossing the stream by
the bridge to the Station. There
are trains from Shatin to Kow-
loon at 5.15 p.m. and 6.26 p.m.
on Sundays, and one should en-
deavour to suit the journey to
these times, unless, as a true dis-
ciple of the open road, he scorns
to return by any other manner
than on foot. The average walker
should allow himself at least
nine hours for the journey from
Kowloon City to Shatin; that is,
if he is able to keep up a steady
pace of not less than three miles
an hour. Frequent halts on the
route, both for resting and for dis-
entangling the mystery of in-
numerable, interwoven tracks and
paths, will be found to be neces-
sary, and by the time that his ob-
jective is reached the traveller
will probably have to admit that
he has left himself few hours to
spare.

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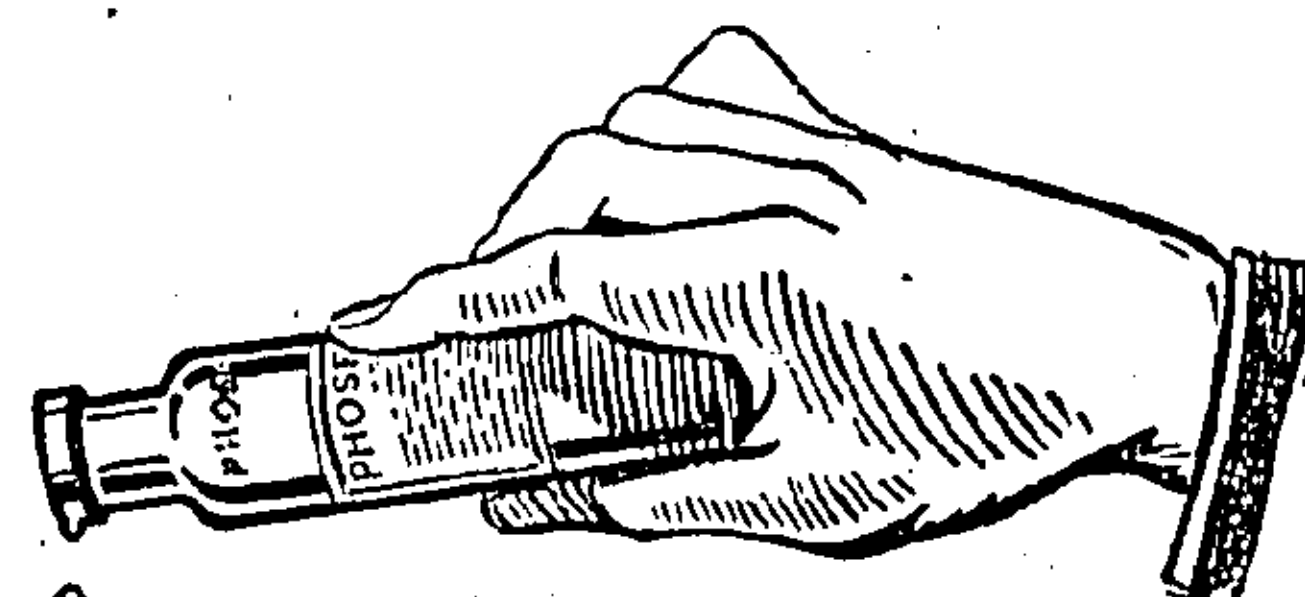
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calm down; your brain resumes its normal
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and your constant friend in maintaining bodily
health and strength.

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The Sunday Herald Charity-Cup
—And So To Bed.

Scots prefer to manufacture
their own jokes against them-
selves.

A B. & S. skipper has retired
after 28 years' service.—A Tor-
rible loss, indeed!

'Tis pretty obvious, 'tis alleged,
why the Colony cannot send a re-
presentative to the "T.T." race.

Says "the General": "We as
Scotsmen have always prided our-
selves upon our martial spirit."—
Aye ready for a fecht!

Returns of empty beer bottles
should be sent by the local Clubs
to the Statistical Office at noon
daily on and after April 1.

With the departure for Home
the Hong Kong Electric Company
does not fear getting into a bog
as he will represent them in the
"Big Smoke."

One paper reports the result of
the "Caplain's" Cup contest by
the golfing ladies at Fanling.—
That caps the chaplain's and the
captain's cups.

The Canton Government's
Bureau of Social Reform has in-
sued an order forbidding young
ladies to follow the ancient cus-
tom of breast binding.—Abrast
of the times.

Prospective Volunteer recruits,
says the G.O.C., have "a variety
of arms to choose from."—The
most popular are those seen at
tea and dinner dances.

China is gradually getting more
up-to-date—mandate.

Share market note: "Light Aero-
plane Clubs are soaring."

Petty larceny: "The Police Take
a Point from South China."

"Columbus Arrives."—Too late
to be proclaimed as the discoverer
of Hong Kong.

"Where every prospect pleases"
—at the new St. Stephen's College
site at Stanley.

The American almighty dollar
is a giant compared with the Hong
Kong mitey dollar.

Trade note: The waste paper
market is firmer after the deluge
of discarded race sweep tickets.

When the next circus comes to
town five air men will perform an
acrobatic stunt on a solo motor
cycle.

Some photographs of wearers of
the very latest lingerie seem to
have over lingered in a London
fog.

When David in his haste said
that "all men are liars," he must
have seen a performance of "And
So To Bed."

The exchange problem has been
responsible for an exchange of
dolorous compliments between two
morning papers.

A Scot declareth that he'll put
off meeting with a motor accident
till the annual inspection of the
Ambulance Brigade on Thursday.



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Away for Rio—A Sea Chanty.....
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In Two Parts.....
5201—At the Race in Two Parts..... Clapham and Dwyer.
Czardas (Monti)..... Yvonne Carti, Violin.
Madrigale (Simonetti).....
5374—Broadway Melody, F. T. Ben Selvin and His Orch.
You were Meant for me, F. T. Broadway Nightingales
5426—Walking with Susie, F. T. Milt. Shaw and His Orch.
Breakaway, F. T.
5458—Breakaway..... Layton and Johnstone.
Walking with Susie.....
5462—The Wedding of the Painted Doll..... Layton and Johnstone.
New Moon—Lover, Come Back to me.....
5466—Hungarian Dances (Brahms) No. 5 in G..... Sir Hamilton Harty and the
Minor: No. 6 in D..... Halle Orch.
5476—Sleepy Valley..... Layton and Johnstone.
Mean to me.....
5542—Pagan Love Song, Waltz..... Guy Lombardo's
Where the shy little Violets Grew, F. T. Royal Canadians.
5560—Orange Blossom Time, F. T. Paul Whiteman's Comedians
Your Mother and Mine, F. T.
9085—Song of the Volga Boatmen..... Don Cossacks Choir.
Monotonously Rings the Little Bell.....
9092—Milton's D'Arlequin—Serenade.....
Percy Pitt and B.B.C. Wireless Orch.
Minuet (Beethoven).....
9109—Aldershot Searchlight Tattoo..... Bands of H.M. Royal Horse,
Parts 1 and 2..... Guards: H.M. Scots Guard:
9110—Aldershot Searchlight Tattoo.....
Parts 3 and 4.....
9125—Carmen—Selection in Two Parts..... Percy Pitt conducting the
B.B.C. Wireless Syn. Orch.
9126—Prelude in C Sharp Minor..... J. H. Squire Celeste Octet.
Tannhauser—O Star of Eve.....
9135—In a Monastery Garden..... Liberal Jewish Synagogue Org.
Andantino (Song of the Soul)..... St. John's Woods, London.
9163—Valse Triste..... Liberal Jewish Synagogue Org.
Finlandia—Tone Poem.....
9166—The Barber of Seville Overture in 2 Parts.....
Percy Pitt and B.B.C. Wireless Symphony Orchestra.
9192—The Belle of New York—Selection.....
Band of H.M. Grenadier Guards.
9205—No Power on Earth..... Billy Bennett, Comedian.
The Charge of the Light Brigade.....
9274—Liebestraum (Dream of Love) No. 3..... Wm. Murdoch Piano.
(a) Waltz in A flat: (b) Spring song.....
9283—Parted..... Doris Vane, Soprano.
O. Lovely Night.....
9288—La Gioconda—Dance of the Hours (Ponchielli).....
Doris Vane, Soprano.
Court Symphony Orch. (conducted By Norman)

THE ANDERSON MUSIC CO., LTD.

The Hong Kong Sunday Herald.

HONG KONG, SUNDAY, MARCH 23, 1930.

The Pioneers of Stanley

STANLEY Peninsula shall for ever be associated with the pioneers
of the Colony: the men whose memories are cherished for the
part they played, amidst suffering and tribulation, in laying the
foundation of what is recognised to-day as a great British Colony.
It is meted that in close proximity to the mounds under which rest
many who made the supreme sacrifice in the service of the British
Crown, there should arise a new band of pioneers—not militant or
military, not jingoistic or Chauvinistic, but, rather, pacific and cul-
tural, aiming at the spread of knowledge in our own little niche of
the Empire.

In laying the foundation stone of St. Stephen's College new
buildings at Stanley Peninsula two years ago, Sir Cecil Clementi,
in welcoming the decision of the College authorities to reconstitute
their foundation as a public school after the British model, said that
"great among the glories of Great Britain are her public schools;
and if we in the Far East can catch something of the spirit which
inspires these wonderful foundations, give it body, substance and
reality in our midst, and successfully foster its growth, we shall have
won a great triumph in the cause of education."

On Tuesday His Excellency the Deputy Governor will formally
open the new buildings at Stanley Peninsula when both he and all
who make the inspiring journey thither will personally be enabled to
observe how far that spirit of which Sir Cecil spoke has been
caught and how much progress has been made toward achieving
that "great triumph in the cause of education." Patience and per-
severance have been the watchwords of the College authorities, add-
ed to which has been a truly great faith in Chinese liberality to
provide the sinews without which such a magnificent scheme would
have been utterly impossible. They have been, and are, animated
by the spirit of the pioneers of long years ago, undaunted by dif-
ficulties, undismayed by unforeseen obstacles, but ever pressing for-
ward that goal that spells Success and Honour. The fervour and
enthusiasm exhibited by all connected with St. Stephen's College
cannot fail to be a fertile source of inspiration to all to whom the
cause of education in this Colony is very near and dear. Others
may at Tuesday's ceremony speak with eloquence of the past and
of the future of St. Stephen's College; but it requires a personal
visit to instil in those who have the means a fervent desire to be
associated with what Sir Cecil Clementi rightly described as a
"splendid venture of faith." The new pioneers at Stanley Peninsula
richly deserve to garner all those fruits of which faith is but a pre-
cursor. An enthusiasm begets enthusiasm, so may the educational
pioneers at Stanley Peninsula be practically encouraged to push
ahead with a scheme so full of hope and enterprise!

HONG KONG FAIRY STORIES

The "dry" interval at the A.D.C.
show last night was greatly en-
joyed.

The K.R.A. are staging a
parody of "And So To Bed" en-
titled "Up in the Morning Early."

Lady Simon has been invited to
take up permanent residence here

to be President of the Mui-Tsai's
Guild.

Those American tourists could
find no words in their dictionary
adequate enough to describe the
beauties of West Point.

From a lecture on "Child Wel-
fare in the Tropics": "Good baby
amams are obtainable. From
no one will the good mistress re-
ceive better service than from a
Chinese amah."

MR. PEPPYS IN HONG KONG

Last night I went to the Play House
again, where I see Mr. Hannibal and
the others play my piece: "And So to
Bed." And, as I thought, I did enjoy
the piece more than at the Dress
Rehearsals and it comes into my mind
that I have won to see it twice. And
as to the acting, I will set down what
I think, and do pray to the Lord that
I thereby occasion no bitterness or back-
biting. For an honest man must speak
as he feels. I did think the two ladies,
Miss Peppys and Miss Knight, do
act mightily well and to cry up one above
the other would be impossible beside
impolite. For Miss Peppys is most
convincing in the more dramatic
parts, while Miss Johnston do sing
as sweet as ever I heard, and both
mightily pretty to look on, which I did
say to my wife and she poor wretch fell
jealous, and must needs come behind
the scenes with me. Though what she
did suspect I know not. Mr. Hannibal
do play Samuel extraordinarily well, but
best of all, I think, in his scenes with
Miss Peppys, wherein the two are
beyond all I ever saw. Yet I do think
Mr. Hannibal do maybe play the part
a trifle old, for at the action of the
play Samuel do be, I think, but thirty-
three or thirty-six at most. Yet true
enough he was at times pompous. Still
this he but my own opinion, and I do
learn that Mr. Hannibal do hold him
three and forty at the least, and when
he come out of the chest, seventy.
A true king did Mr. Marcel seem to be,
and at times do allude as high as
royal monarchs do. But, thanks be to
God, he has a roguish eye, (like that
same York!) and so do play the Merry
Monarch to the life, tho' at times I do
suspect he be a trifle nervous. But cer-
tain he will mend of this. And he be
side who most doth stick in my mind,
I think, is young Mr. Finter, who do
play Pelling, the Pottery, to the life,
and to my most extraordinary satisfac-
tion, the genial rogue! And with him
Caesar and Mr. Humphrey whose little
song I like, but even more his accent
from France. The supper scene my
wife declares to be mightily well ordered,
and so I think. But Lord! how dry of
throat it make me. So I round, and
drink behind the scenes of the
burgundy and mightily good it be. (Yet
I fear it mix not well with whiskey and
I may yet be impatient in the
stomach.)

In verity Miss Chubb as Mistress
Pierce do please me well so merry and
noisy a rogue she be, and Knips as well.
While Mistress Robertson do be the
neatest and best maid and act mightily
well. And many there be to play the
smaller parts and play them well, but
yet there is not space to name them
all. My wife do tell me that the ladies'
gownes be monstrous fine, and so I say:
about the men, their combs and tabby
vests, I think my friend Stewart Goss
right heartily for he is a fine teacher
of actors and so pleasant with it, he
never seem to be out of countenance
but patient with all.

And so to bed.

MATTERS OF MOMENT

(Contributed.)

For some time past, certain, if
not all Anti-Malarial services of the
Colony have been striving to ad-
vocate the principle of one supreme
governing body, established to "co-
ordinate the anti-malarial forces of
the Colony to withstand the rising
tide of life wastage." We quote
these expressions of opinion and
policy from the observations of
Wong Sui-ngau who recently in-
troduced a deputation from the
New Territories to the Board
charged with the design of incinerators
on the subject of the recom-
mendations made by the Hot Air
Commission, which reported in
September, 1923, on the matter.

The deputation urged that in view
of the serious financial losses en-
tailed by the mere presence of
mosquitoes, "the anti-malarial ser-
vice should be recognised as an
essential service of the Colony, and
should be accorded statutory
powers, and that some central
supervision should be established
without, however, stifling local
interest in maintenance and work
on the matter."

To this proposition the head of
the Board expressed the view that
while the Board was fully alive to
the considerations to which the
deputation had drawn attention,
"more might, and he thought,
should be, done by Local Au-
thorities and their officers. In the
way of co-operation and co-ordi-
nation of the available services, and
he hoped that members of the de-
putation and their colleagues whom
they represented would do every-
thing possible to stimulate action
under their existing powers
wherever there appeared to be an
opening for improving the existing
anti-malarial services by co-opera-
tion and arrangements for mutual
support on occasions of emergency."

These are, of course, the old, old
stereotyped shibboleths which have
been "gramophone" on occasions
innumerable. As is perfectly well
known, except, perhaps, within the
innermost recesses of the Board's
flin, this ancient and monotonous
form of reply is regarded by
all practical people as useless,
and, it may be respectfully asked in
this connection, why were not
the other leading and old-established
organisations such as the An-
opheles Maternity Home dealing
with the intensive breeding of mos-
quitoes represented on the occa-
sion?

'VARSITY DANCE

Interlude of Dancing
and Music

An enjoyable dance, organised
by the Engineers' Society of Hong
Kong University, was held in the
Great Hall of the University last
night, about 400 persons being pre-
sent. Dance music was provided
by the Brunswick Band. An inter-
lude during the evening included
much-appreciated items by the fol-
lowing:

HOME RACING

Latest Prices on This
Week's Big Events

The latest prices quoted by Frank
Haytor on the Lincolnshire Handicap
(March 26), and Grand National
(March 28), are as under:—

Lincolnshire	Grand National
1-1 Gaurds' Parade.	1-1 Gaurds' Parade.
1-1 Pechallik.	1-1 Pechallik.
1-1 Portholo.	1-1 Portholo.
1-1 Portralist.	1-1 Portralist.
1-1 Lady Starlight.	1-1 Lady Starlight.
1-1 Arctic Light.	1-1 Arctic Light.
1-1 Slipper.	1-1 Slipper.
1-1 Song of Essex.	1-1 Song of Essex.
1-1 Stalactic.	1-1 Stalactic.
1-1 Umaloopagnas.	1-1 Umaloopagnas.
1-1 Square Rack.	1-1 Square Rack.
1-1 Garuock.	1-1 Garuock.
1-1 Corduroy.	1-1 Corduroy.
1-1 Canillevo.	1-1 Canillevo.
1-1 Orbidinos.	1-1 Orbidinos.
1-1 Elton.	1-1 Elton.
1-1 Navigator.	1-1 Navigator.
1-1 Lush Romance.	1-1 Lush Romance.
1-1 San Marino.	1-1 San Marino.
1-1 Rosillo.	1-1 Rosillo.

National
1-1 Gregalanch.
1-1 Easter Hero.
1-1 Grakle.
1-1 K. C. B.
1-1 Kilbuck.
1-1 Master Billie.
1-1 Shaun Gohn.
1-1 Sir Lindsay.
1-1 Merivale II.
1-1 Patron St.
1-1 Rhythere.
1-1 Trump Card.
1-1 May King.
1-1 Sandera.
1-1 Sandy Hk.
1-1 Ballywood.
1-1 Kingsford.
1-1 Ardeen.
1-1 Big Wonder.
1-1 Delarue.
1-1 Gate Book.

Vatout for the Lincoln

"Willie" Wanne, the old-time jockey,
who is now living at Newmarket, be-
lieves in the Cambridgehire running
as valuable guide to spotting the win-
ner of the following year's Lincoln-
shire Handicap. The reason can be
found in the better class of the Cam-
bridgeshire. All types of horses have
won the Lincolnshire Handicap, where-
as, as a rule, only a really good horse
can triumph in the Cambridgehire.

Wanne thinks the French horse
Vatout will win this year's Lincoln
Handicap, if his owner decides to run
him. "He is a good class horse," he
said, "and nothing would have beaten
him at a mile in the Cambridgehire
last autumn."

Jockeys' Engagement
Trainers with candidates in the
Lincolnshire Handicap and Grand Na-
tional are rapidly fixing up riders for
their charges, and the following en-
gagements have been booked:—

In the Lincoln event A. Burns will
ride Orbidinos; F. Bax, Song of Essex;
T. Lowrey, San Marino; I. Martin,
Lady Starlight; C. Adley, Knight
Error; A. Berry, Pergamus; H. Gunn,
Arctic Light; F. Sharpe, Kean; F.
Lane, Elton; J. Dines, Guards' Parade;
J. Sirett, Portralist; and J. Fay, Cloud
Nymph.

Fox has had several offers, but may
eventually be seen on the back of
Brookite, which will accompany his
stable companion Orbidinos to the post.
In the event of Vatout and Slipper
running Vatout will ride Vatout
and S. Donoghue, Slipper.

Easter Hero, of course, will have the
assistance of T. Cullinan at Aintree,
and Gregalanch of R. Everett. Other en-
gagements are:—Heugon, L. Duffoure;
Curtain Raiser, P. Powell; Cryp-
tical, J. Blagoei; Kilbuck, J.
Mason; Donzelon, R. Lyall;
Mollera's Belle, Mr. McKeever; Agden,
Mr. D. Moseley; Teeterhill, T. James;
K. C. B., J. Moloney; Grakle, K.
Piggott; and Peggie's Pride, T.
McCarthy.

MANY HAPPY RETURNS

Mr. A. O. Brawn, the educationalist,
will to-day receive the felicitations of
his many friends on the occasion of his
birthday. Incidentally, Mr. Brawn this
year completed 20 years in the local
Government service.

It was on January 1, 1910, that Mr.
Brawn was appointed as junior assist-
ant master, and excepting for a period
of war service and Home leave, Mr.
Brawn has been in Hong Kong ever
since. On May 25, 1915, Mr. Brawn
went on his first leave, and subsequently
joined up for war service.
On his return to the Colony, on March
12, 1919, Mr. Brawn was for a period
acting Registrar of the University of
Hong Kong before resuming his duties
as a school master. Since then he has
taught in nearly every Government
school in Hong Kong and has been acting
Inspector of Schools.
A keen lawn bowler, Mr. Brawn has
also been Hon. Treasurer of the Lawn
Tennis Association.

MR. E. RALPHS

32 Years in Service
of Government

Congratulations to our popular acting
Director of Education, Mr. E. Ralphs
Knight of Grace of the Venerable Order
of St. John of Jerusalem, who to-day
completes 32 years in the service of the
Government of Hong Kong.

Besides his duties in the Education
Department, Mr. Ralphs is also Director
of the Technical Institute, and Commis-
sioner of the local branch of the St.
John Ambulance Brigade, which came
into being some years ago on account of
Mr. Ralphs' personal efforts.

Mr. Ralphs' connection with Home
Kong dates back to March 23, 1898,
when he came here as a Junior Assis-
tant Master at Queen's College. The
whole of Mr. Ralphs' teaching career
in Home Kong was spent at "Q.C." where
he rose to the responsible position
of acting head master in July, 1909,
prior to the arrival of the late Mr.
D. K. Dooly.

His position as Director of the
Technical Institute, Mr. Ralphs had
held continuously since October, 1907,
and he was transferred to the Educa-
tional Department as Inspector of
English Schools in October, 1913. Since
he had been in the Educational Depart-
ment, Mr. Ralphs has been acting
Director of Education on three oc-
casions, including the present.

Throughout his 32 years in Home
Kong Mr. Ralphs has been connected
with local education, except for a short
period from October 20, 1918 to
February 21, 1919, when he was seconded
for service as British Red Cross
Commissioner in Siberia, and on dis-
missal he held the honorary rank of
Captain (War Office).

Mr. Ralphs' connection with the Red
Cross, of course, dated back much
further than that, for it was more than a
month prior to his appointment to the
responsible post in Siberia that Mr.
Ralphs was created a Member of the
Venerable Order of St. John of Jeru-
salem, (September 1, 1918), in re-
cognition of his meritorious service.

Since then his various promotions in
the same Order had been as under:—
"Esquire" of the Venerable Order of
St. John of Jerusalem, June 24, 1924.
Commander of the Venerable Order
of St. John of Jerusalem, August 1,
1927.

Knight of Grace of the Venerable
Order of St. John of Jerusalem,
January 1, 1930.

A GOOD CAUSE

Donations to Society for
Protection of Children

The Executive Committee of the
above Society gratefully acknowledges
the receipt of the following further
subscriptions:—
Special Donations:—
Mr. Wai Shiu-pak \$10,000.00
Life Membership

Subscriptions:—	
Mr. Au Lin-chuen	100.00
Mr. Au Shiu-cho	100.00
Mr. Chan Tin-sun	100.00
Mr. Chau Tung-shang	100.00
Mr. Ip King-fan	100.00
The Hon. Dr. R. H. Kote- wall, C.M.G.	100.00
Mr. P. K. Kwok	100.00
Mr. Li Yau-tsun, C.B.E.	100.00
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Mr. J. H. Seth	100.00
Mr. T. H. R. Shaw	100.00
Mr. Tang Shiu-kin	100.00
Mr. Tong Yat-chuen	100.00
Mr. Wong Kam-fuk	100.00

Annual Subscriptions and Donations:—	
The Right Rev. Bishop Valtorra	5.00
Donation	10.00
The Rev. L. Bancho	5.00
Mr. E. Cook	5.00
Donation	25.00
Mr. J. E.	5.00
Mr. E. W. Kirk	5.00
Miss Maruk	5.00
Mrs. F. C. Now Fung	5.00
Donation	5.00
Mr. J. L. McPherson	5.00
Mr. A. Nisim	5.00
Sir Henry Pollock, K.C., and Lady Pollock—Further Donation	25.00
Mr. J. O. Sheppard	5.00
Mr. H. C. Wilkinson	20.00
Mr. H. W. Wilson—Donation	10.00
Anonymous (Postal Orders 55/2)	5.02
Already acknowledged	3,148.00
	\$15,208.02

The Society has now 41 Life Mem-
bers and 84 Annual Subscribers, and 30
donations have been made to its funds.
Residents or others desirous of giving
their support are earnestly requested to
forward contributions to one or other
of the undermentioned:—

The Hon. Treasurer, Mr. Li Hoi-
lung, c/o Messrs. Banker & Co., 4
Queen's Road, Central.
Mr. J. T. Prior, 9 Ice House Street.
Mr. T. N. Chau G-9, Queen's Road
West.

News in Brief

The Kowloon Football Club's
tennis tournament, arranged for
to-day has been postponed until
Sunday, April 6.

A Chinese, 60 years of age, who
stated that he formerly used to
work in the mines of the Straits
Settlements, was at the Kowloon
Police Court, yesterday, sentenced
to one month's jail for the theft of
some lead piping, the property of
the P.W.D., at Shanghai Street.

HONG KONG \$ DIRECTORY

for
1930

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Hongkong Sunday Herald.

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HONG KONG, SUNDAY, MARCH 23, 1930.

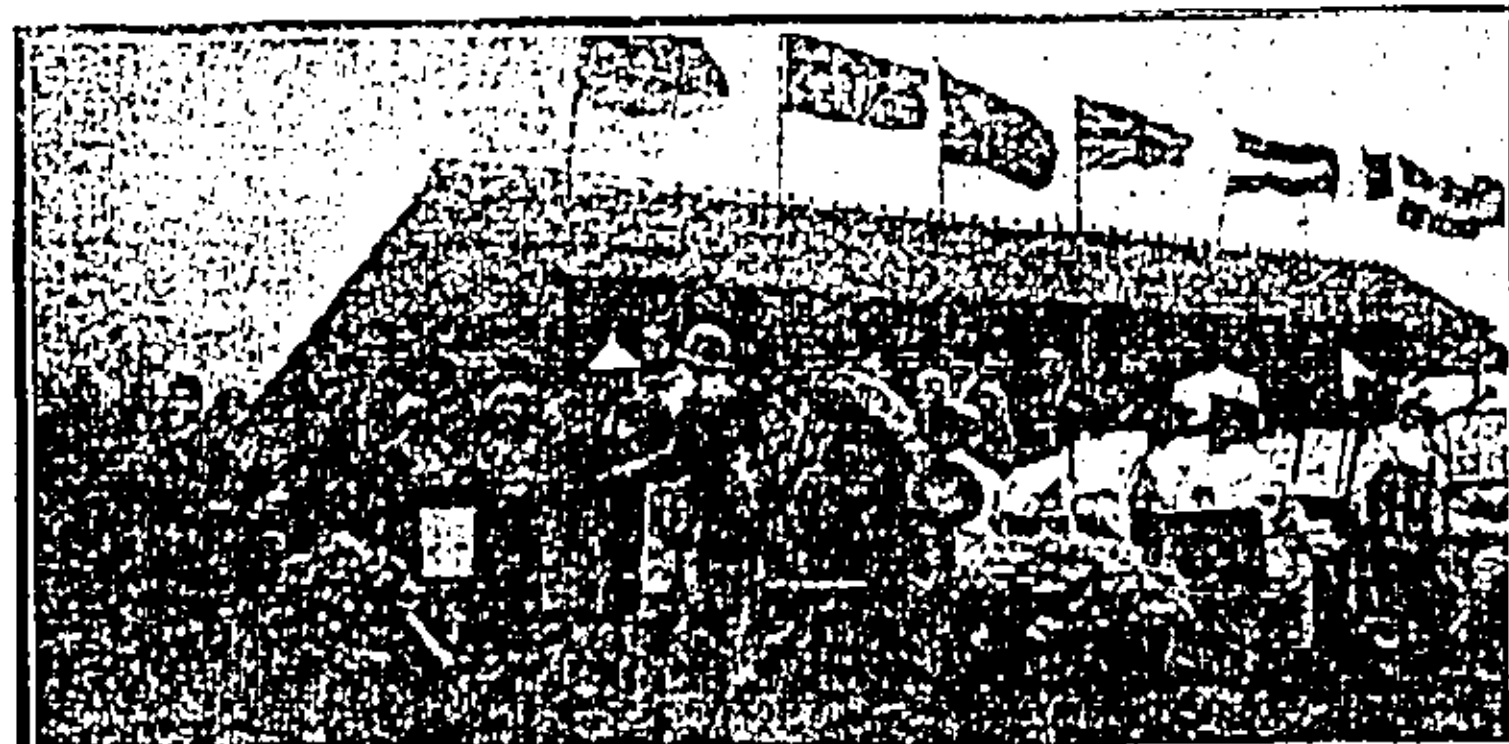
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(Above).—MR. S. W. WONG'S
FERNLEAF leading over water
jump in Shamrock Stakes.—
(Welcome Studio).



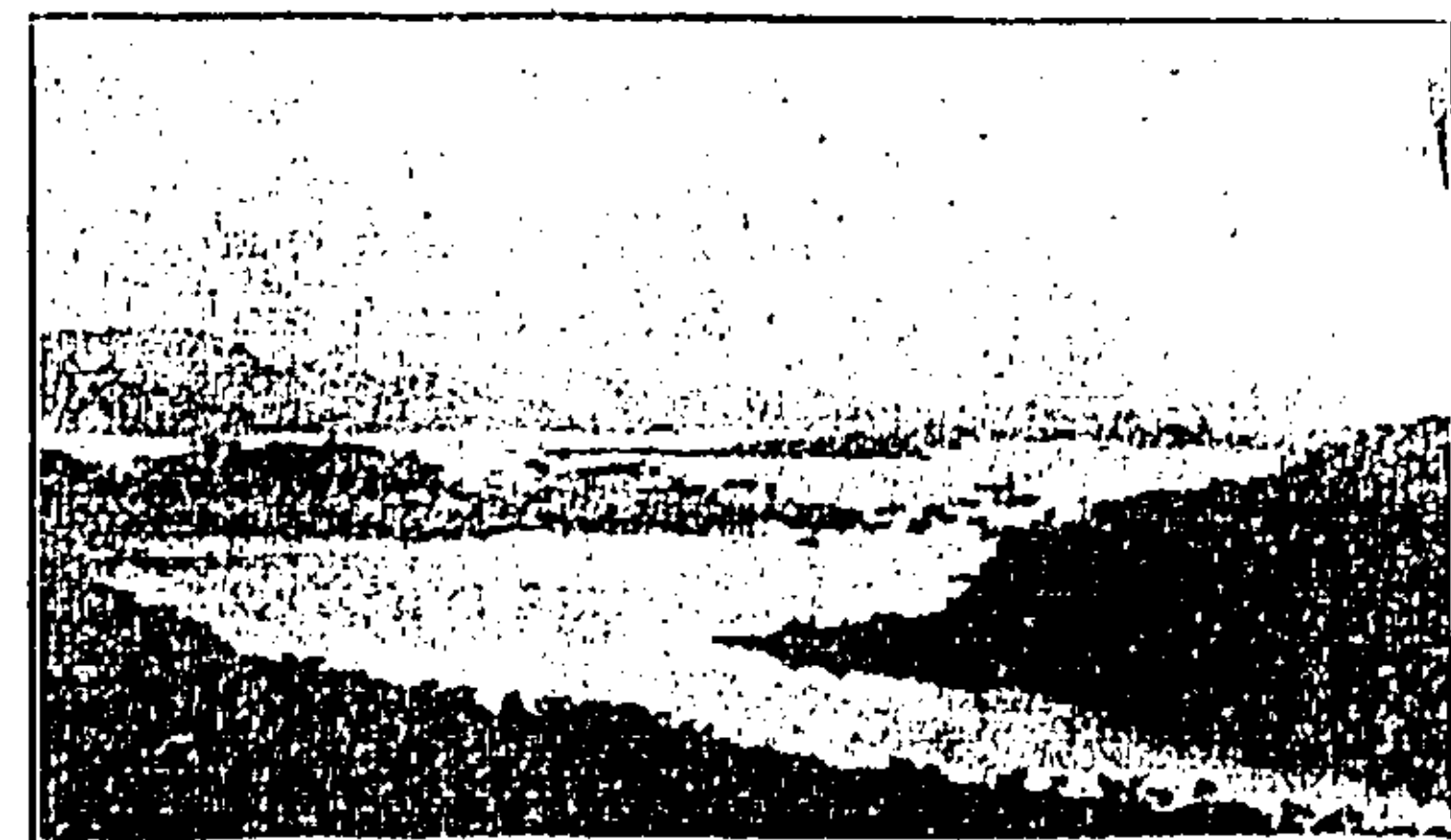
"SETS" BAND AT THE RACES.—The Band of the Somerset Light
Infantry, which played popular selections at the steeplechase meeting at
Kwanti on Sunday.—(Welcome Studio).



MRS. SHELTON being presented with the Grand National and Pierce Grove
Cup by Mrs. W. E. L. Shenton at Fanning Steeplechases.—(K. Fujiyama).



CHARMING FISHING VILLAGE.—Reminiscent of a Cornish fishing
village, this view of Sai Kung, in the New Territories, shows one of the
few Chinese townships unspoiled by modern civilisation.



VIEW OF SAI KUNG.—A fine panoramic view of Sai Kung, taken from
the hill above the town. It is here that it is proposed to build a European
colony in the future, with a motor road leading from Kowloon.



BEFORE THE INSPECTION.—His Excellency the G.O.C., Major-General
J. W. Sandlands, D.S.O., accompanied by Lieut.-Col. L. G. Bird, D.I.C.,
on his way to inspect the Battalion of the H.K. Volunteer Defence Corps
at Murray Parade ground on Thursday last week.—(Welcome Studio).



"IN A CHINESE TEMPLE GARDEN."—A Chinese Buddhist temple at Ho
Chong Village, New Territories. A beautiful fretwork and fine roof decorations
are a feature of this building.



MR. A. J. P. HEARD leading in Christmas Frolic (Mr. Bulteel up), the
winner of the March Cup.—(K. Fujiyama).



THE G.O.C. ARRIVES.—His Excellency the G.O.C., Major-General J. W.
Sandlands, accompanied by his A.D.C., Lieut. Glegg, arriving at Murray
Parade ground on Thursday last week, to inspect the Hong Kong Volunteer
Defence Corps.—(Welcome Studio).



A VIVACIOUS PERSONALITY.
—Viscountess Astor, M.P., (Union-
ist) for Plymouth, Sutton
Division, since 1919, and the first
woman M.P. to sit in Imperial
Parliament.—(Sport and General).



SOME "TREBLA" POSITIONS illustrated by the originators, Miss Nora Chilo and Mr. Albert
Barnett, now visiting Hong Kong, on a tour of the British Dominions. Fig. 1 & 2 Trebla Pro-
menade. Fig. 3 The Chilo Step. Fig. 4 Reverse Turn. Figs. 5 and 6 The Glide-through Step.



GENERAL VIEW OF Kowloon Racecourse, Kowloon.—(K. Fujiyama).

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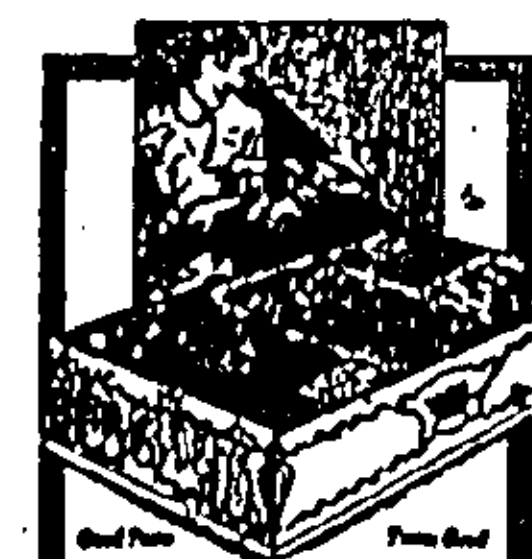
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A box of chocolates, or a
pound of candy or toffee is
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See you go to the :—

THE CANADIAN CONFECTIONERY CO.

40, Queen's Rd. C. Opposite Queen's Theatre.



MR. W. W. STANTON introducing Mrs. W. L. Shenton who presented the
silver at Shamrock steeplechase meeting.—(K. Fujiyama).

Just unpacked
PLAIN AND PRINTED SILK AND
CREPE DE CHINE
in latest shades.
SHAWLS — HOURI COATS —
KIMONOS, SILK UNDERWEAR
ETC., ETC., IN LARGE
VARIETIES
PRICES MODERATE.
KASHMIR SILK STORE
Opposite Queen's Theatre.



The Woman's Page



PARISIAN POTATOES

To make Parisian Potatoes, scoop some peeled potatoes into balls with a vegetable scoop; put them into a pan with cold salted water, bring quickly to the boil, then drain. Stir them in 2 oz. of butter melted in a pan for a few minutes, then bake in the pan in a fairly hot oven for 10 minutes or until crisp and golden brown. Drain, pile in a hot dish, sprinkle with salt and chopped parsley and serve very hot.
If no scoop be available, cut the potatoes into quarters and round the edges. They then take 20 minutes to bake.

Sailor-Mode Pyjamas



Above is pictured the new flaring one-piece pyjama of black satin. This costume follows the lines of the figure to the knees where it bursts into myriads of circular flares.

DINNER DRESSES

Dinner dresses alone have slight trains, and these are for elder women. Their difficult line is helped with pouches or slight boleros, and finished with gleaming belts. In every dress the neckline is kept tight, or rather it looks tight, and this makes the ready-to-wear frock almost impossible for any but the rare stock size. Dinner and dance frocks are now quite distinct, and the woman who goes to many dinners that are of the formal sort, followed by music, but not by dancing, can choose the distinct dinner type of dress and keep the two sections of her wardrobe quite apart.

New Spring Ensemble



The early Spring ensemble boasts a short, cut of fur that matches in colour the tweed frock worn beneath it. The frock is of gray tweed trimmed with gammet buttons, and the coat is shaded gray encaust.

TRAVEL TREND OF TO-DAY

The modern method of travel by air, land or sea is in striking contrast to that of yesterday. Speedier methods of transportation have created new standards of travel convenience and a demand for the latest type of lightweight hand luggage. To meet the requirements for travel equipment in this modern era, we present a line of lightweight luggage unrivalled for distinctive appearance and practical utility, which combines style, colour, durability and smartness—features that have won nation-wide popularity for the Dolly Vardon Hat Shop in Chater Road.

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ALEXANDER'S PERMANENT HAIR WAVING is the Ideal Wave. It is a new way of waving the hair from the ends toward the scalp—large, soft, smoother and more natural.

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We are the only specialists in Hong Kong who are skilled in the art of
FINGER and MARCEL WAVES.

Shampooing, Henna pack (any colour) Massage, Hair Cutting, and Manicure for Ladies and Gentlemen.

A visit will convince you.

Opposite entrance Hong Kong Hotel.

IN MIDDLE AGE

Looking Young and Keeping Young

Looking young and keeping the attractions of youth depend, not on the use of cosmetics, but on how much "live" one is. Full vigorous life—always providing that normal good health is present—is maintained by three things, food, rest and the healthy functioning of the vital organs. What one eats, how one builds up reserves of strength and how efficiently the body eliminates waste products and absorbs elements for fresh supplies of pure blood, settle the question of how young one looks. Fortunately, these are matters which can be controlled.

We know, but we often forget, that more health and vitality are to be derived from certain foods than from others. There are youth-giving foods and body-ageing foods. Under the first heading come lightly-dressed salads, fresh green vegetables, carefully and well cooked, mashed potatoes, eggs raw or lightly boiled, steamed or boiled, fresh fish, light meats simply and lightly cooked. Youth-giving foods include composites of fresh fruits, jellies, sponge cakes, light and easily digested puddings, milk, cream, butter and cream butter and cream cheeses, fresh fruits and nuts if well masticated. Instead of bread, thin kumats or rusks should be eaten. Naturally, discretion must be used in choosing from these foods. Women who are likely to lose their slenderness of line, should be careful to eat sparingly of such items as potatoes, milk, cream, butter, puddings and cream cheeses. On the other hand, those whose figures tend to grow gaunt with time should eat plenty of these fattening foods and should not indulge in many salads and acid foods.

Body-ageing foods are those which produce heaviness and sluggishness in the body, by overtaxing the digestive organs and retarding their functions. Unfortunately their name is legion. Briefly summarised they include all fried foods, rich meats and dishes prepared with heavy, highly-flavoured sauce condiments. The excessive use of mustard and vinegar are ruinous to the digestion and therefore have an ageing effect. Pastries, rich puddings, chocolate, rich cakes, ices and fudge cheeses, should all be rigorously excluded from the diet of the woman who wishes to feel and to look young.

Beverages are most important. Nothing rejuvenates the body and preserves good looks more efficiently than the sipping of water between meals. At least a quart of water should be drunk every day, and remember, only sips—not drinks—should be taken.

The thin, nervous woman's looks will benefit enormously by the simple practice of sipping warm milk three times a day; a glassful first thing in the morning, another at tea time and a glassful before retiring. It should not be boiled but just warmed. A few welcome hollows, smooth away distressing wrinkles, and markedly increase vitality. Drinking at meal times should always be avoided.

Ten, coffee and all alcoholic drinks are harmful and ageing to the body. Those who would keep young should reduce their consumption of these beverages to the minimum; if they can be given up entirely, so much the better. Barley water and lemon drinks are invaluable for refreshing the appearance and clearing the complexion.

For the Beach



Miss Marjorie Oelrichs, of Palm Beach, Fla., wearing a silk coral beach robe of red and white as she prepares to enjoy a day at the beach with a minimum of sunburn.

THE CANDID FRIEND

(By "M.J.")

Who has not met the candid friend? She usually prefaces her statements with a remark like this: "You know, dear, I hate interfering, but I think it is my duty to tell you so-and-so," and from her mistaken sense of duty, she tells something that had worlds better been left unsaid. She never hesitates to express her opinion of the husband who, perhaps, telephone during her visit, to say business prevents his coming home to tea. A perfectly reasonable thing to the wife, until Mrs. Candid Friend says: "My dear, you are patient. I should want to know a great deal more than that before I was satisfied to be left to spend the evening alone."

The wife is loyal, and keeps the family flag flying in public at least, but the seed of doubt is sown, and she wonders if the business was so important after all.

I listened at an afternoon tea-party while a very positive lady spoke at length of the things she "would not tolerate in any man." Incidentally she gave her young hostess unlimited advice on the way to manage her husband—to "commence as she meant to continue," and to restrain the natural selfishness of a man by herself

YOUR HAIR

Still the Crowning Glory

Now that the bob and shingle enforce frequent visits to the coiffeur, it is more or less taken as a matter of course to make the best of one's hair. Many women imagine that if they have a shampoo, a clip and a wave now and then, they have accomplished all that is possible in the matter of attending to the beauty of their hair. The question of how their hair is cut, how waved, and how trained to fall either backwards or forwards, is left to the hairdresser. When they have placed their heads in his hands, their whole duty is done.

Sad error! No one knows any woman's face, its good points, and its failings, so well as she knows it herself. She should be the one to give earnest attention to the choice of a coiffure which will make the most of her attractions. The hairdresser can give valuable advice, but naturally his best efforts are made for those who understand them. Every expert hairdresser is an artist at heart.

It is not enough that everybody is wearing her hair in a certain style, if that style brings out one's least attractive points, and hides those which might be charming if given a fair chance.

Is the forehead low and broad, with the hair growing in an even semi-circle, or in the fascinating point known as the "widow's peak"? Then the whole brow should be left visible with the hair trained away from it, either across to one side or straight back. Is the forehead high and narrow, or either lined or bald-looking? Then a soft fringe should be cultivated, cut down to the exact length which experiment proves to make the most of eyebrows, eyes, and temples.

If the hair recedes from the temples, leaving two barren spaces, and the face is long and narrow, then a middle-parting may prove the most becoming, but middle partings are rarely suited to round or square faces. Softly waved locks brought down beside the temples, and forward over the cheeks, however, unquestionably add to the beauty of either long narrow faces, or round faces of too great breadth. They tend to soften the lines of hollow cheeks and temples, if that is the fault which needs correction, or they cut off the appearance of fullness in the cheeks, especially if the hair is dark.

being selfish and so on. One member of the party was notably silent; though she looked wise. When the moment arrived for putting on out-door wraps, however, she stole an opportunity to say to the somewhat wistful hostess, "Dear, never let another woman tell you how to manage your husband. You know him better than anybody else, and your way of managing him is most likely to be better than any other woman's way."

For Evening Attire



This chic afternoon costume consists of a black and white chiffon dress, with black satin coat, which ties in a large bow in the front. The dress is made with ends, which drape, at uneven lengths, around the bottom. The sleeves of the jacket are with almost to the elbow, and lined

A Poppy Dress



Poppy Red crepe and net is combined suitably in this gown worn by the latest creation from Fashionland. The bodice (Continued at foot of next Column)

Displayed in Paris



A tweed ensemble featuring smart lines and a wide stripe which is considered just the thing for the afternoon promenade. It is a Paris creation and is being worn as one of the favourite styles of smartly dressed Continental society women.

displays two rows of shirs, and the skirt dips to the ground in a series of triangular pieces of net. Silken poppies fall from the shoulder.



NEW SPRING MILLINERY
ALSO
WASHING DRESSES
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"Sing a Little Love Song"
Played by Nat Shilkret and The Victor Orchestra
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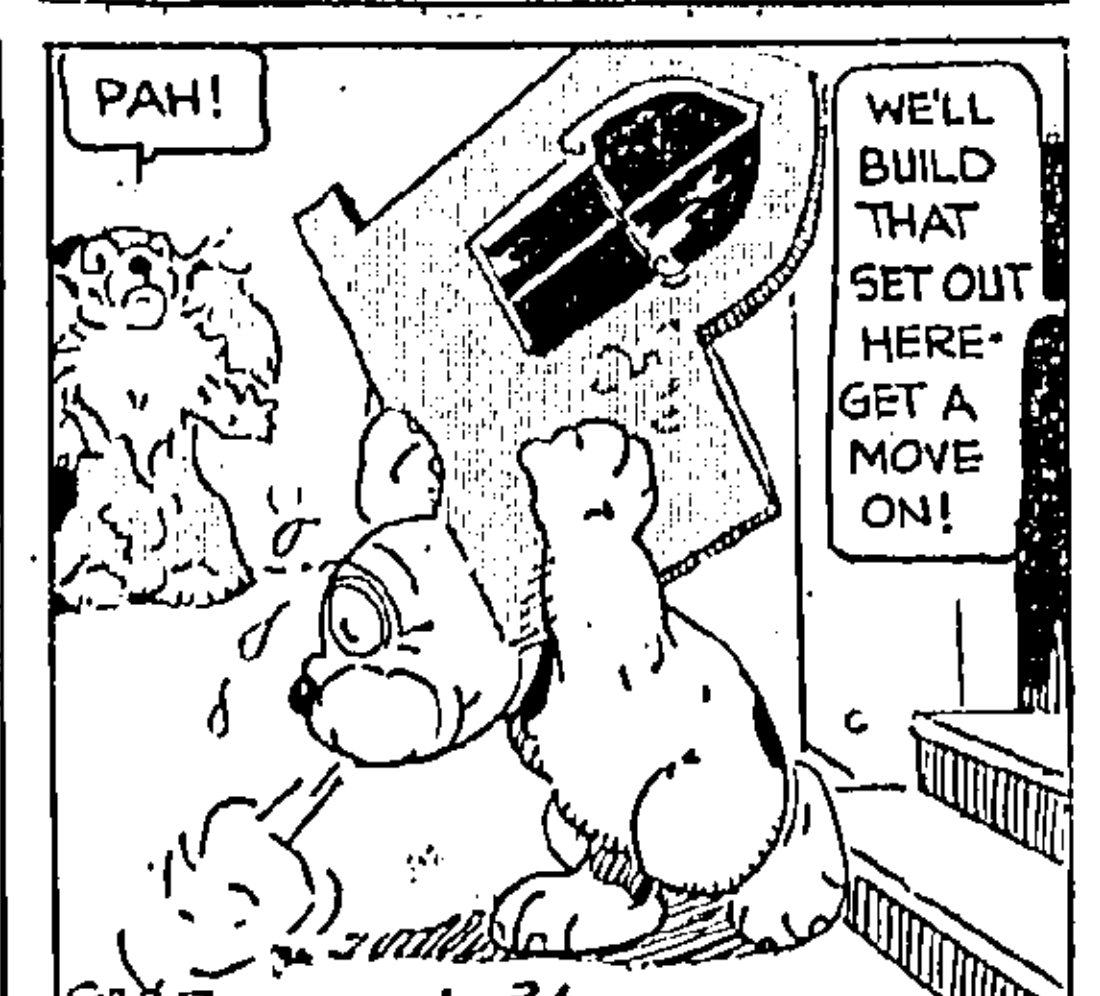
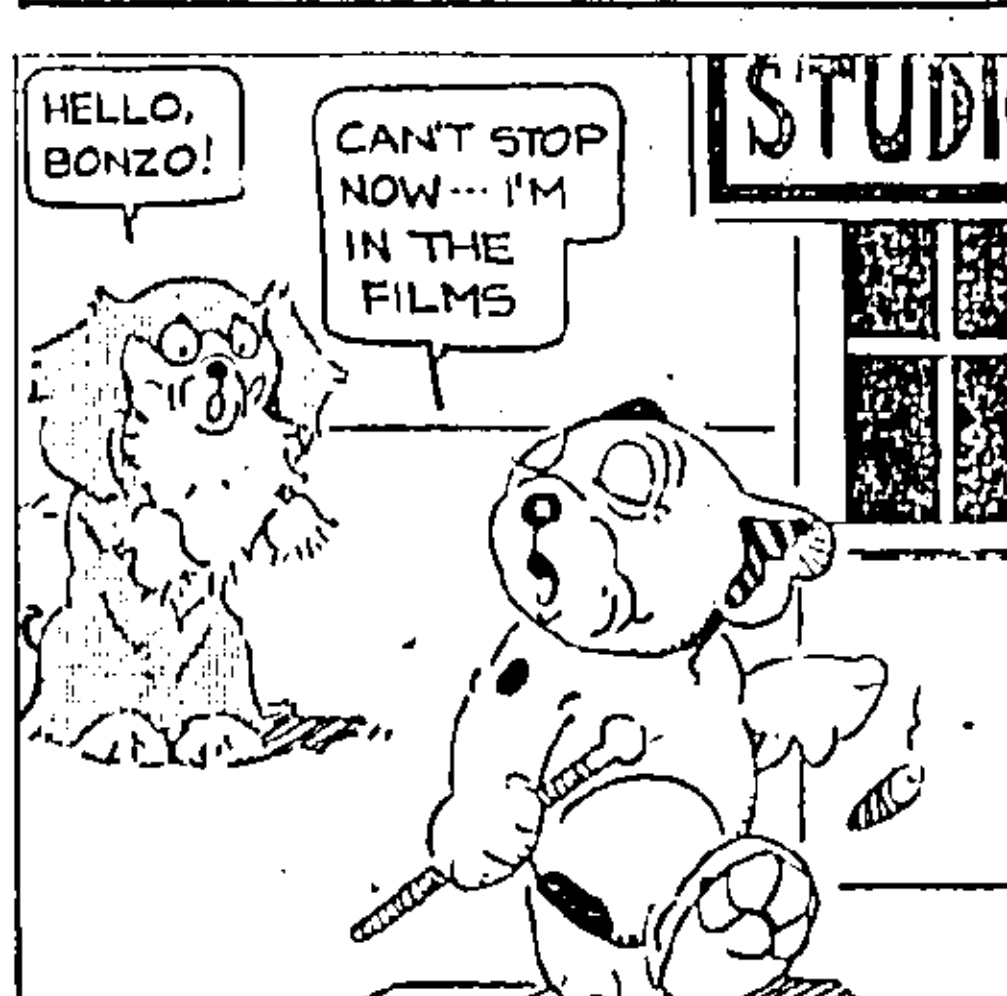
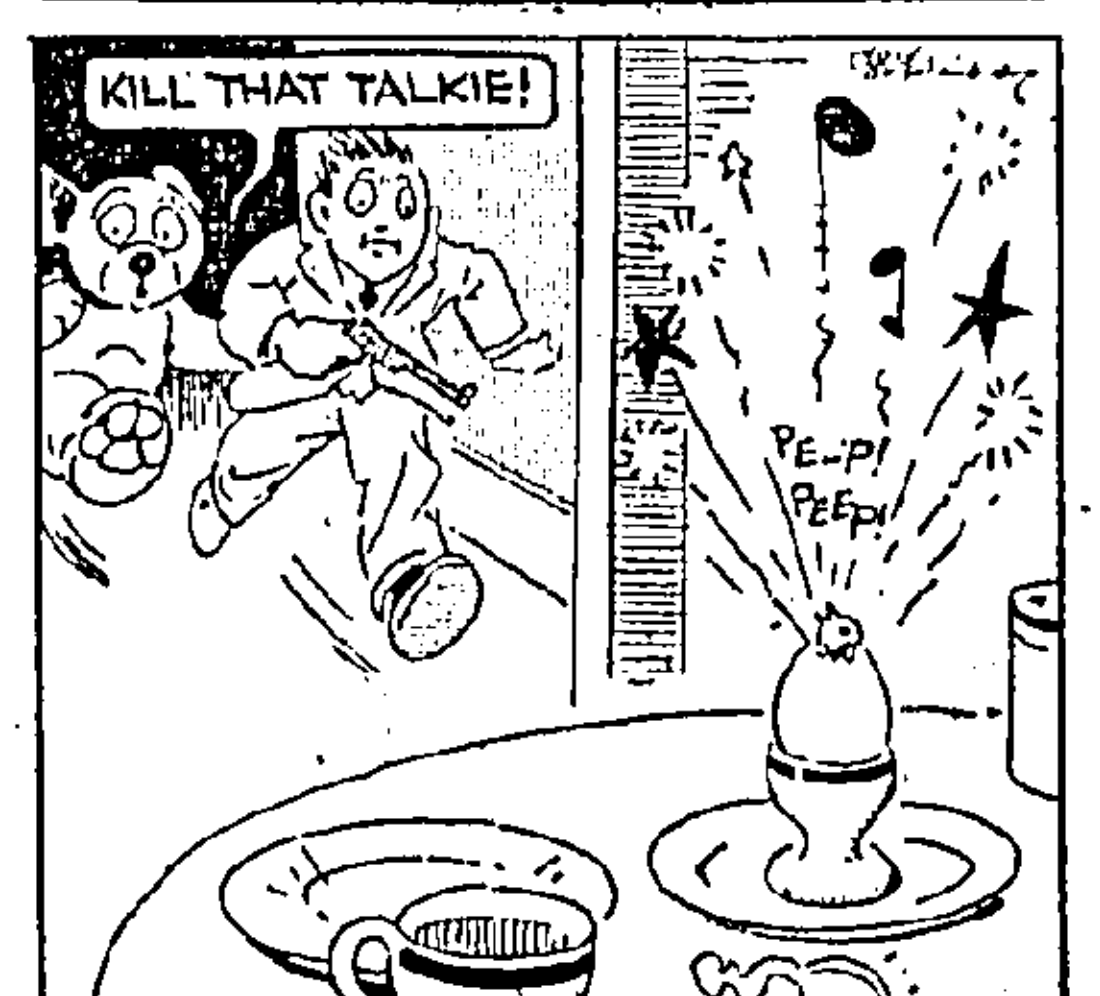
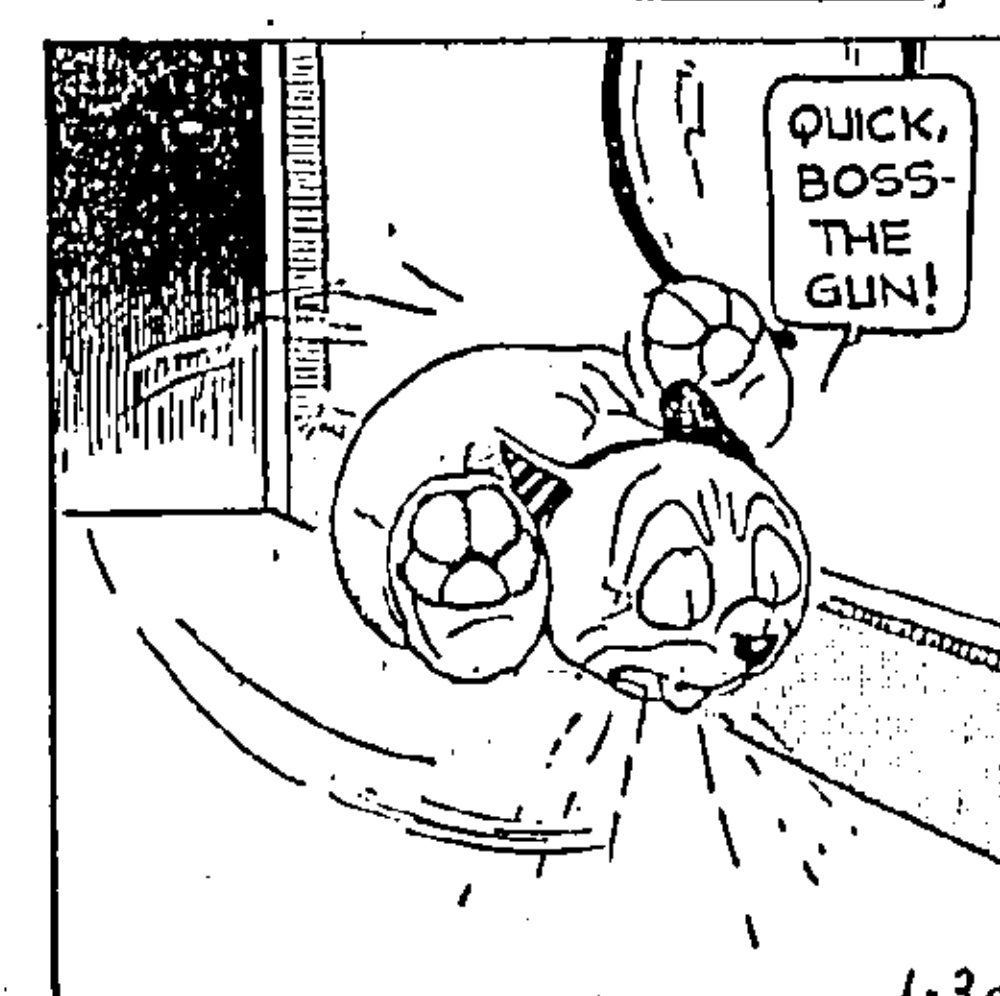
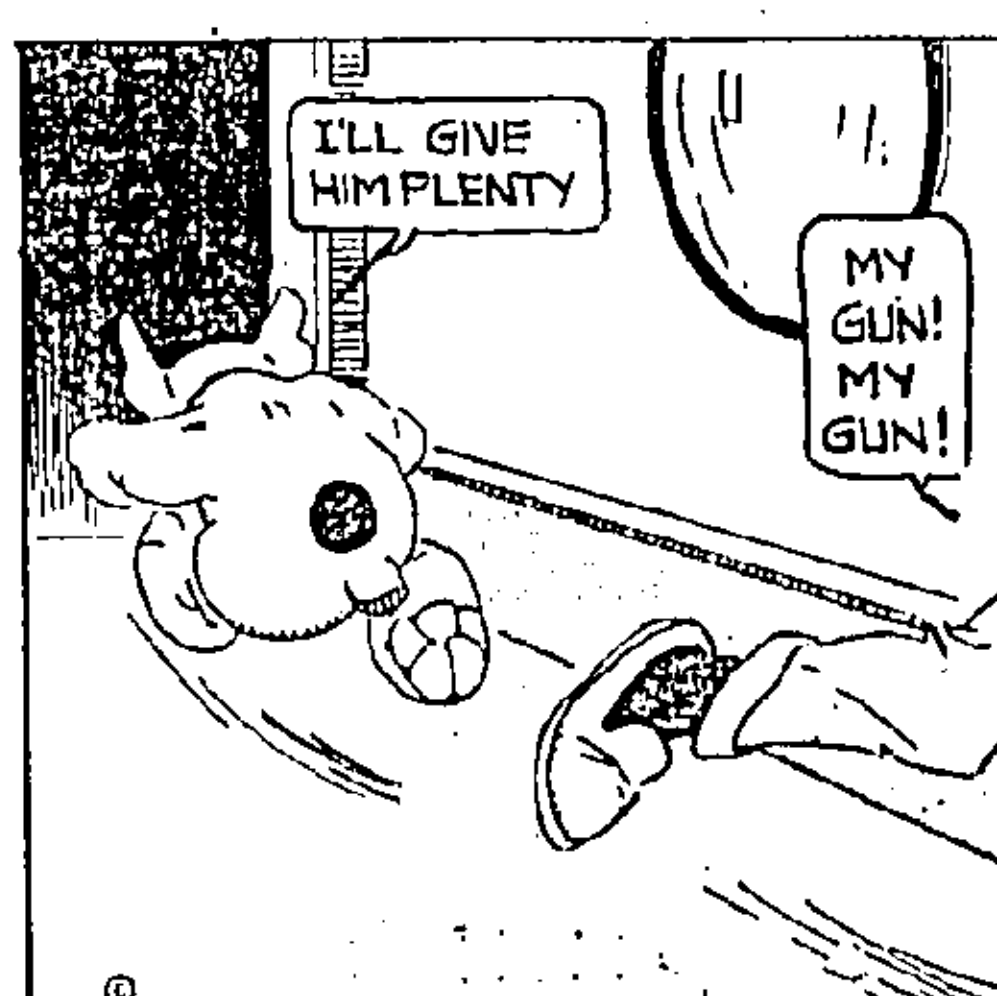
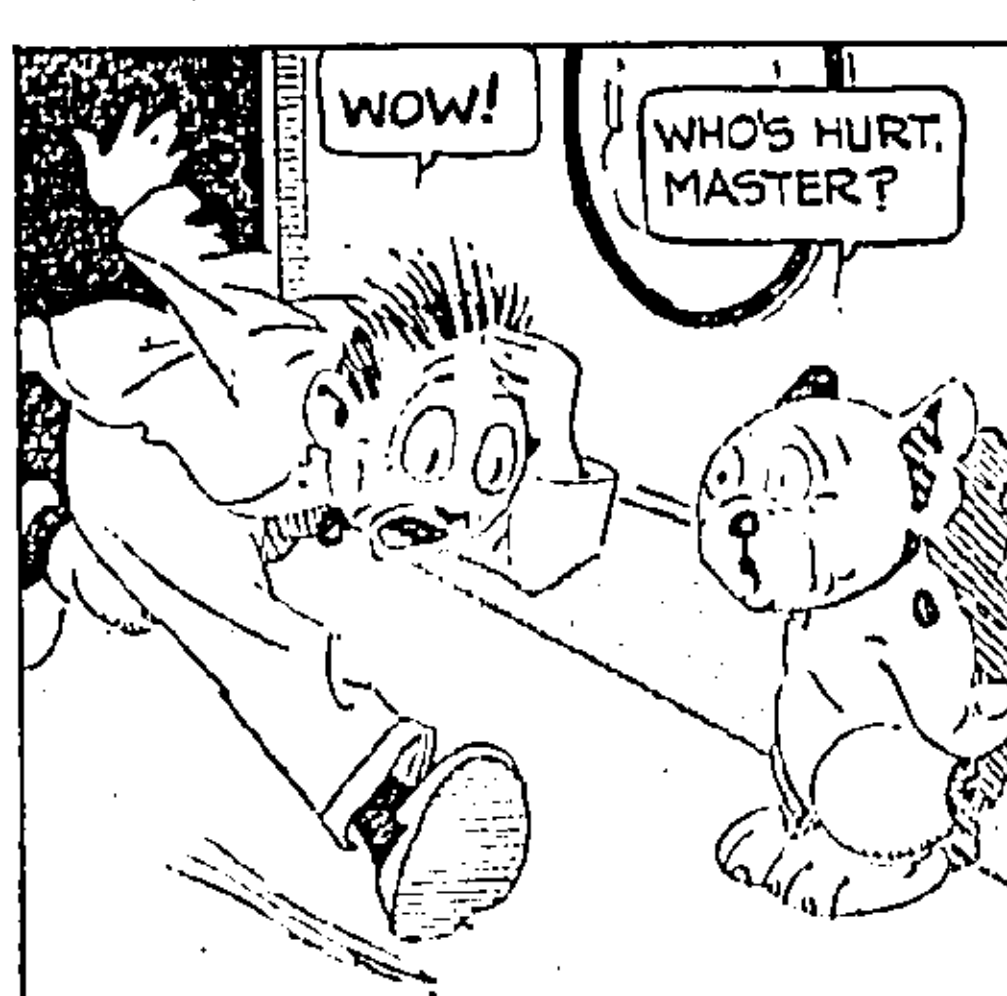
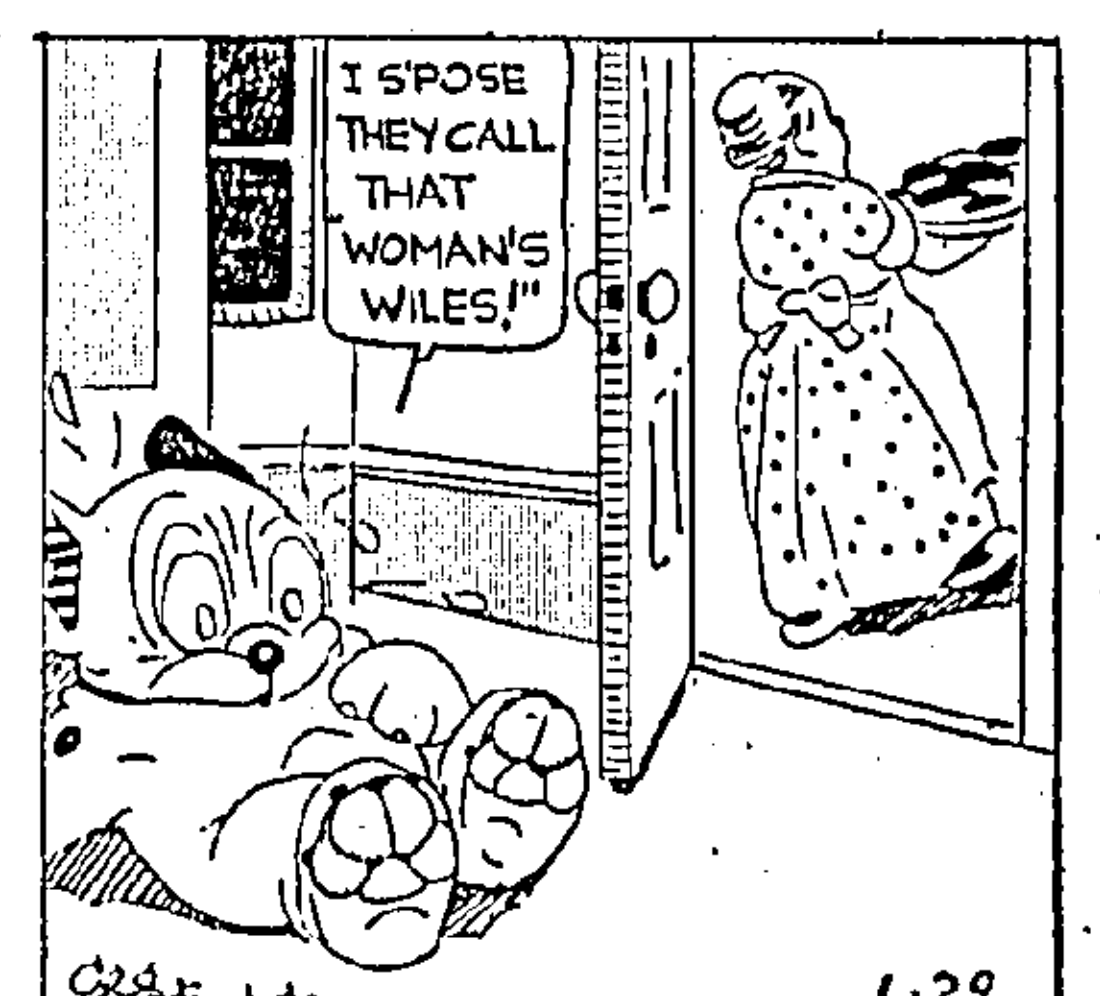
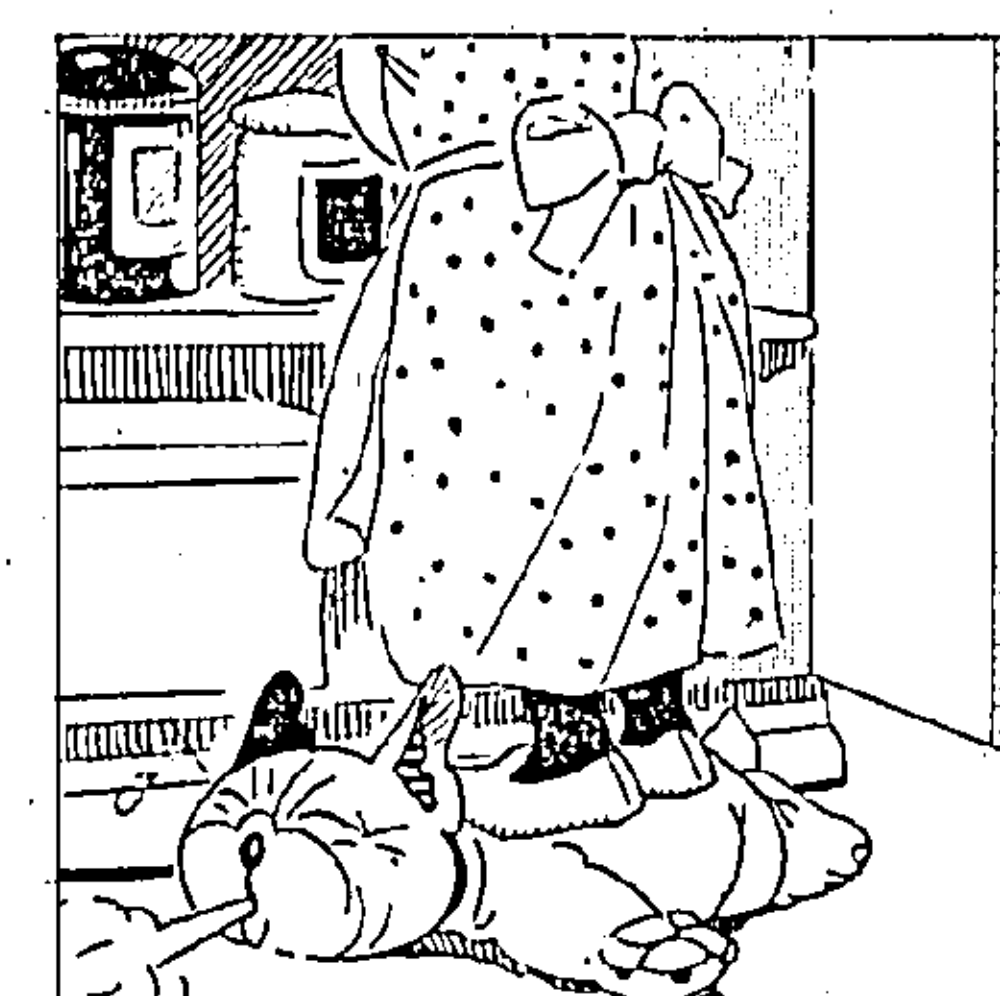
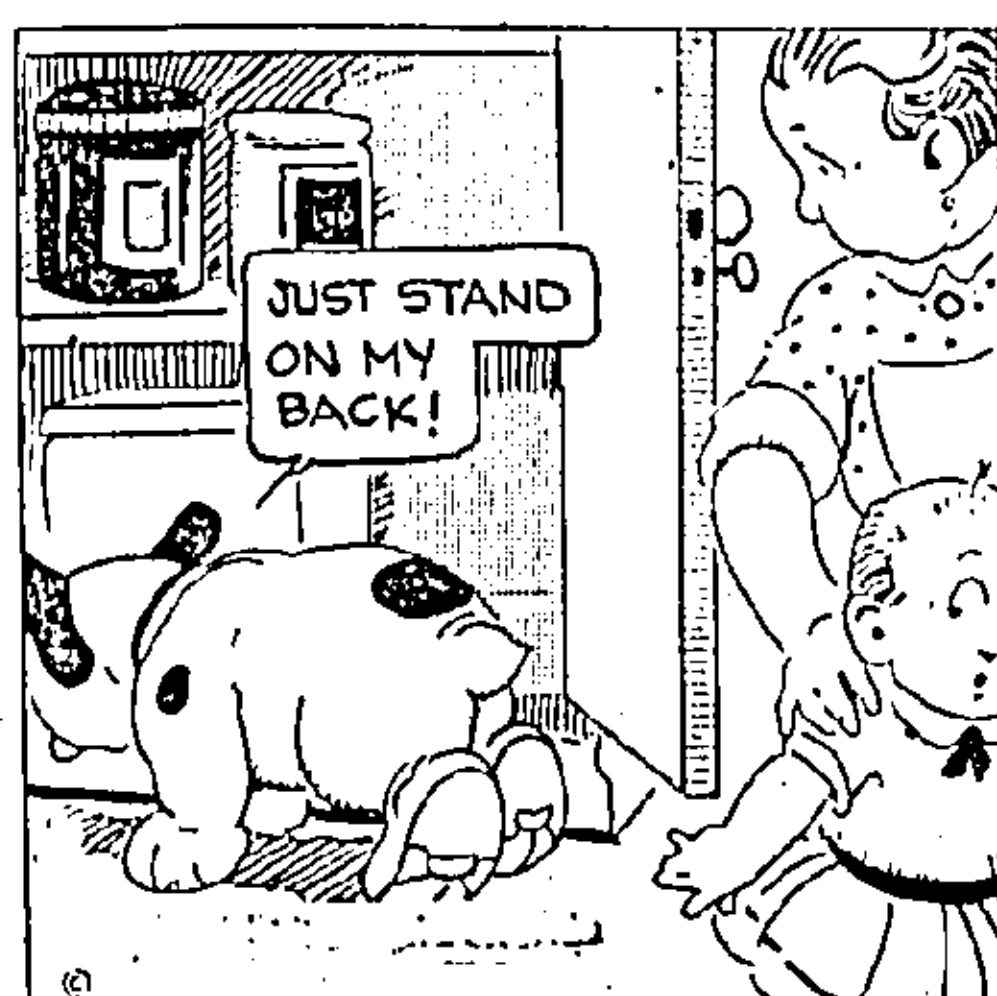
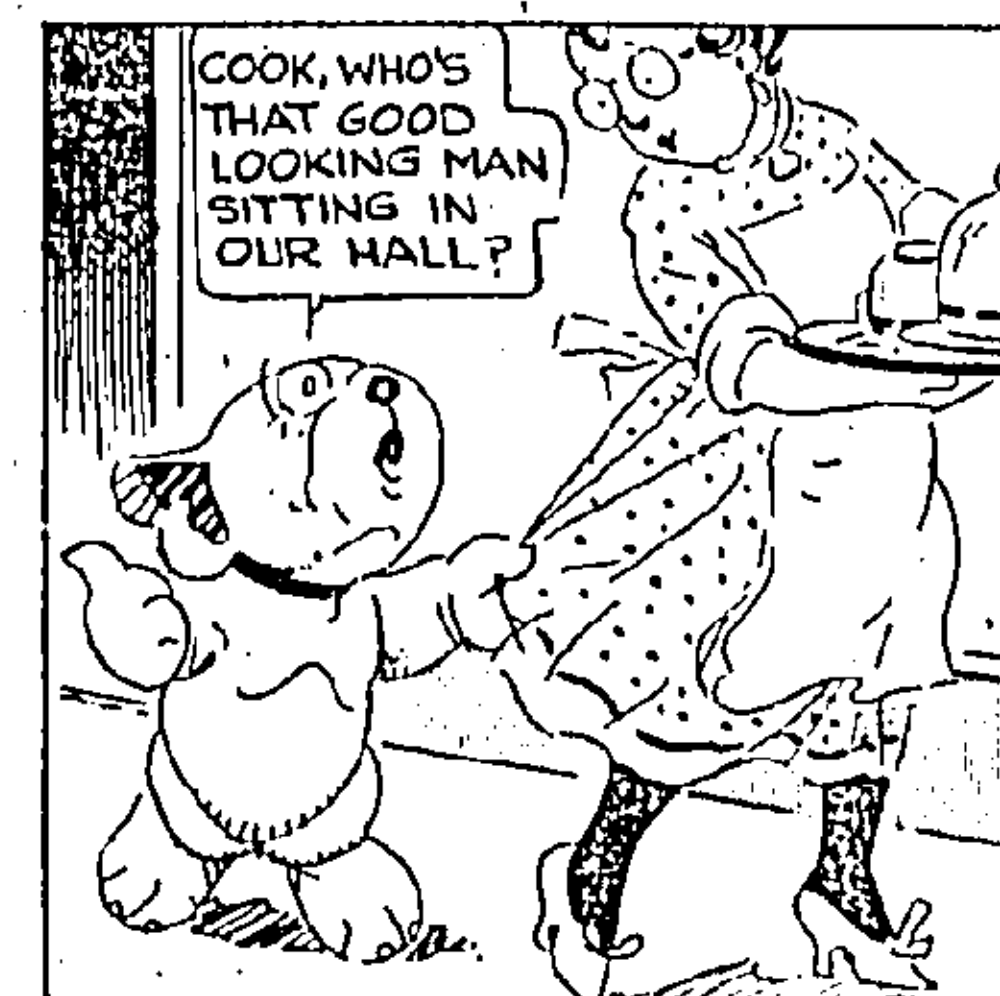
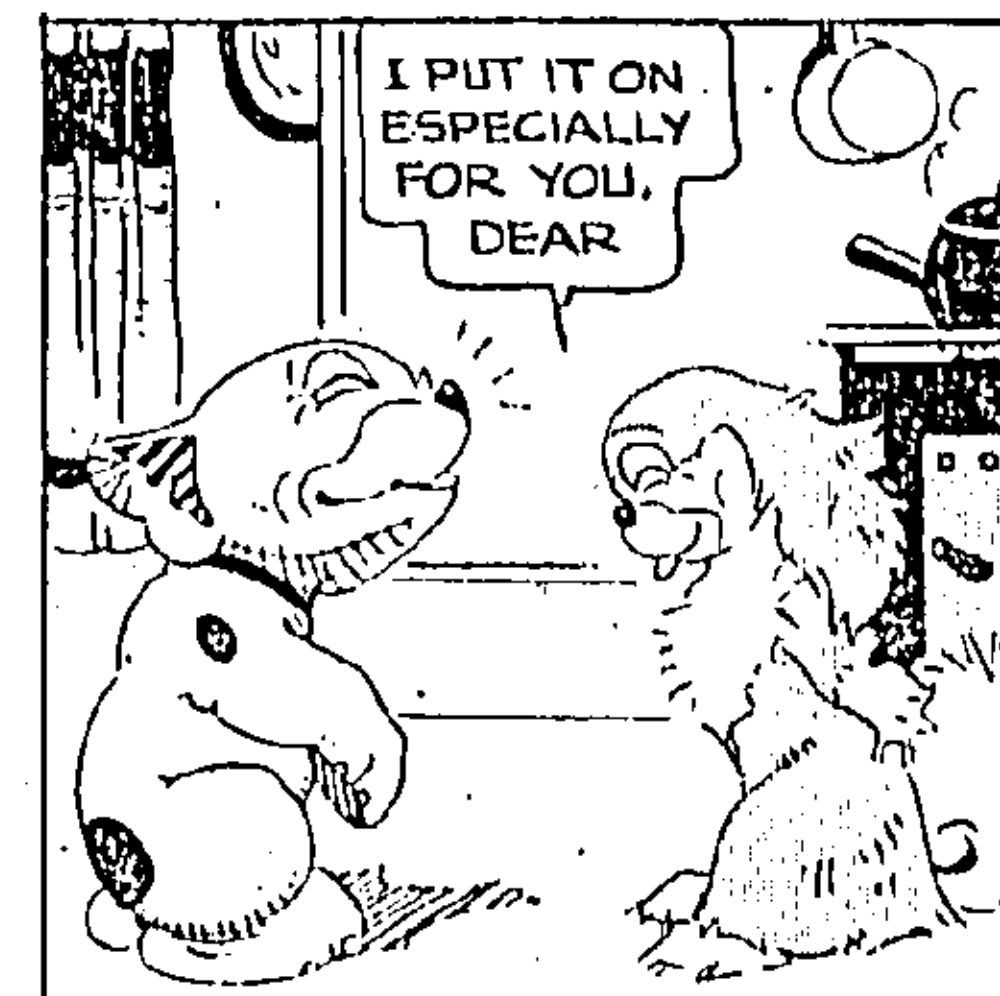
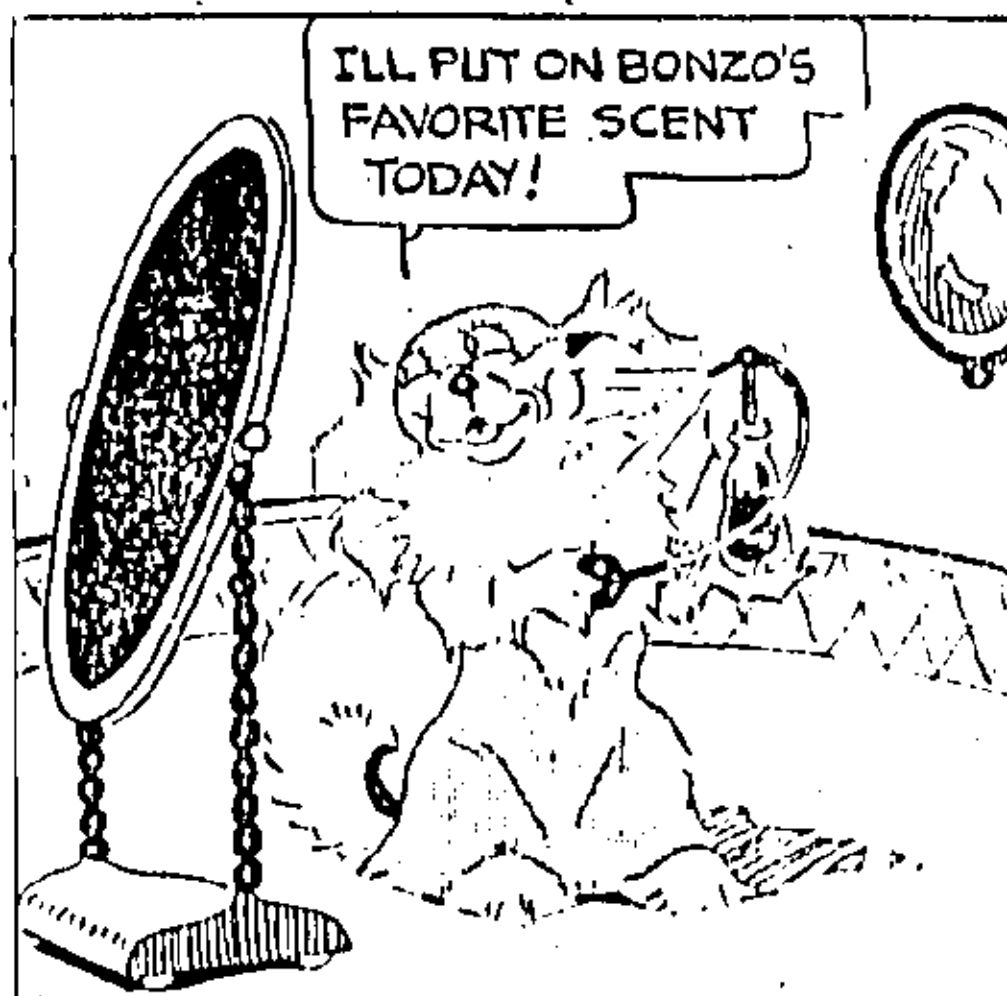
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TO BE WELL GROOMED, PAY US A VISIT
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Entrance Pandora.

BONZO

By George Studdy



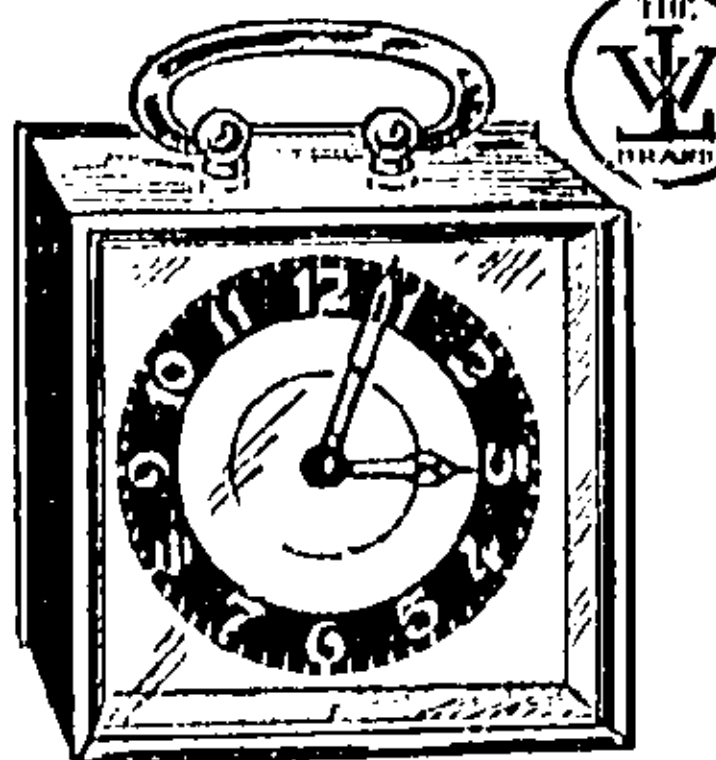
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EXCELLENT VALUE IN WATCHES & CLOCKS.

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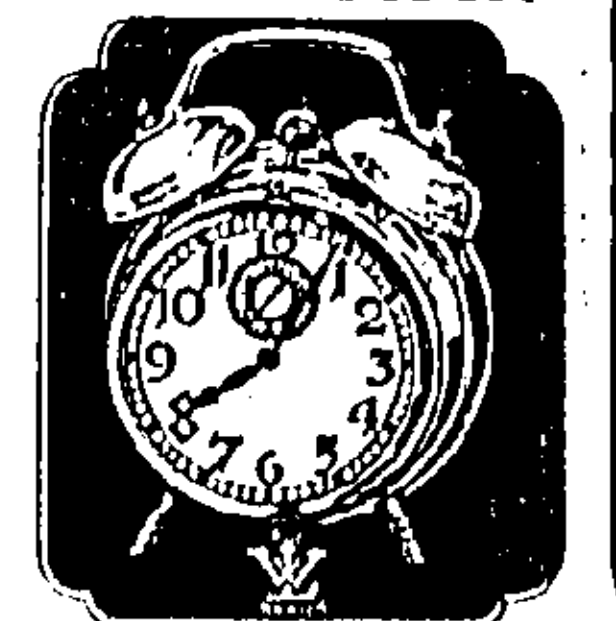


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2 inches Square Gilt Dial,
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Price \$2.95 each.

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DOUBLE - BELL
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Double bell alarm. Nickel
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The
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Wristlet
Watch



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Suitable for ladies' or gents'
wear. A Nickel Silver Case
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THE
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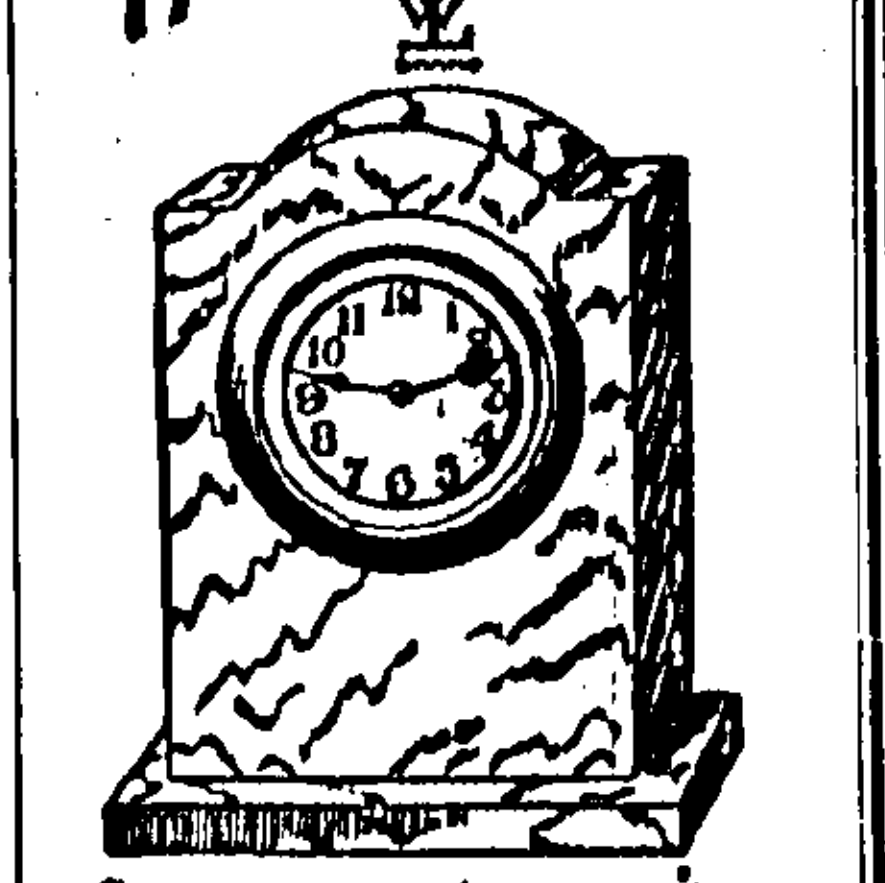
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MARBLE CASE CLOCK
30 hour lever movement.
2-inch dial. Good Time-
keeper. Assorted colours.

Price \$3.25.

ROUND THE GLOBE IN PICTURES

A Successful Dance



A successful dance was given by the members of the Junior Section of the B. B. R. Circle, Shanghai, in the rooms of the Portuguese Women's Association. The above picture was taken before the supper. At the bottom row are the representatives of the different organisations and the members of the Dance Committee.—(Photo by Ah Fong).

Reception to New President



Mrs. J. F. Brennan, the new Honorary President of the British Women's Association, Shanghai, was the guest of honour at a largely attended reception given at the Headquarters by the Chairman and the Executive Committee. Members of the Reception Committee welcomed the guests.—(Photo by Ah Fong).

Attacks Navy Chief



Representative Warren, Democrat, of North Carolina, has come to the defence of the recently abused Coast Guard and declares that the alleged remarks made by Secretary of the Navy Adams in a Boston speech were a "deliberate insult and slur" against that organisation. According to a newspaper dispatch, the navy chief was quoted as saying that the men who fired on the run runner "Black Duck," killing three of the crew, were "not navy men but coast guardsmen."

Bride Wants \$50,000



Mrs. Ida Rudolph, 46 years old, through her attorney, Henry X. Cole, has sued the parents of her husband, Julian, for \$50,000. She says that her husband's parents induced him to leave her.

While in Rome—Do as They Do



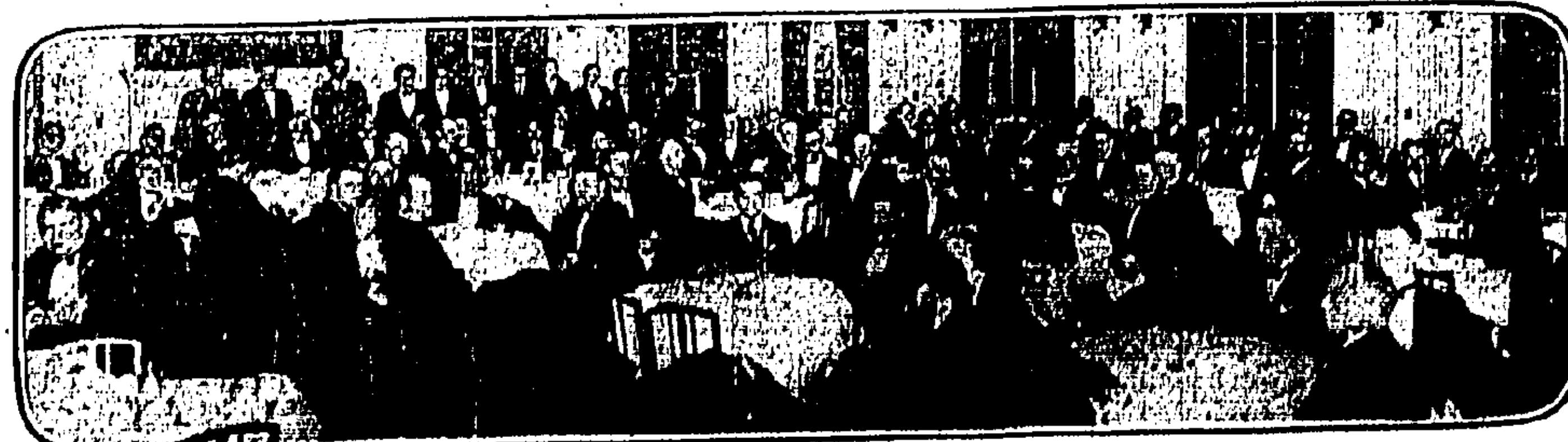
Emilio Portes Gil (left) and Plutarco Calles, two former Presidents of Mexico, find themselves confronted with a delicate situation at an elaborate regional banquet given in their honour in the State of Puebla. Not only were the costumes and dances of the Region displayed for the distinguished visitors, but it was also decided to serve a typical Pueblan dinner. Since the purely Regional dishes were not created to be eaten with knives, forks, and spoons, the ex-Presidents found themselves obliged to eat with their fingers, as did their hosts, or not eat at all.

Shanghai College S.C.P. Fraternity



Students of the Shanghai College have newly organized the S.C.P. Fraternity, an inaugural ceremony for which was held in the College recently. Mr. Benjamin King was chosen to be the Chairman and Mr. Berlin Dzhang, Secretary.—(Photo by Canon Studio).

American University Club



A large number of representatives of American Universities, attended the dinner given by the American University Club, Shanghai. Rev. C. E. Patton presided at the function which took place at the American Club.—(Photo by Ah Fong).

Flight Across Mexico



Captain Miguel Colorado, of the Mexican Army, hopes to achieve a 2,200 mile non-stop flight from Mexicali, Lower California, near the northwest corner of Mexico, to Merida Yucatan, at the south-east point of the Republic. The route of the flight extends across the Gulf of Mexico, the crossing of one range of mountains to be made by moonlight and another by daylight.

Veteran Judge



Judge Joseph Buffington, of Federal Circuit Court, Philadelphia, has served on the Federal bench since 1892, the longest period ever served by a United States Federal Judge. The second judge, in point of service, is Judge John Marshall. Congressman James M. Beck, of Philadelphia, recently paid a tribute to Judge Buffington for the distinction with which the latter has presided in the Third Circuit.

Actress Stricken



Zelma O'Neal, of the screen and stage, who is the wife of Anthony Bushnell, is in a hospital for an emergency operation for appendicitis.

Cold, cheerless days,

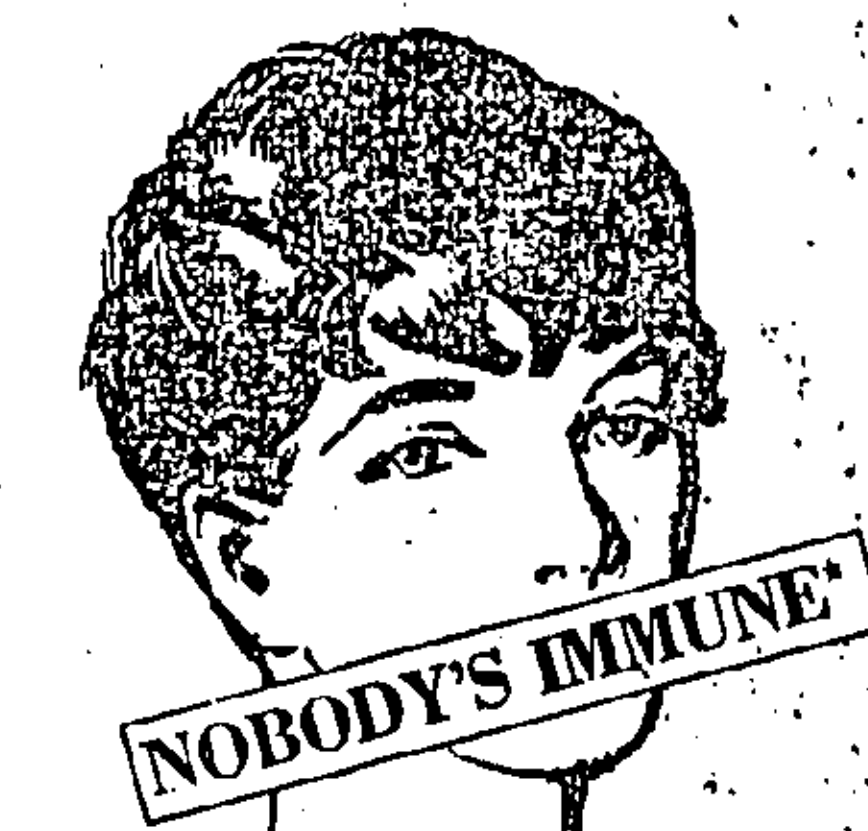
Humid atmosphere, piercing wind.

Even the greatest precautions often do not protect the delicate mucous membranes of the respiratory organs against infections and colds.

Take Guaiacose

It strengthens the organism and makes it more resistant to colds and their sequelae, e. g. grippe, influenza, bronchial catarrh, inflammation of the lungs, as well as tuberculosis.

Taken in time, GUAIA COSE protects against colds and their sequelae.



Beauty is marred when gums break down

Daily care may safeguard beauty and youth from such dread diseases as Pyorrhea, Gingivitis and Trench Mouth—diseases that attack undernourished, under-exercised gums—diseases that only expert dental treatment can thwart when once contracted.

So avail yourself of the skill of modern dentistry. Brush teeth and gums, every morning and night, with the dentifrice designed to help keep gums firm and sound, so protecting them from disease. This dentifrice is Forhan's for the Gums.

Nobody's immune from the attack of dread gum diseases... you may be next! As a preventive measure, see your dentist at least twice a year and start using Forhan's daily. When you use Forhan's, notice how much better gums look and feel and the way it cleans teeth and helps to protect them from decay will delight you. Get a tube from your druggist—today.

Forhan's for the gums

★ 4 out of 5 after 40 and thousands younger pay the extravagant price of neglect.

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THE CAFE PAVILION Nathan Road, Tel. K. 874. THE BEST CAKES IN TOWN.



Thousands of our Customers have saved money by having their hats renovated at our Shop—YOU CAN DO LIKEWISE AND BE SATISFIED. We can clean, block, bleach, dye, iron and re-shape ladies', gentlemen's and children's hats.

OUR PRICES ARE MODERATE. HAT RENOVATING CO. 82, Nathan Rd., Kowloon. Tel. K. 1087. Agents in Hong Kong:—Tyeb & Co., 19, Queen's Rd. C, Tel. C. 648.

IF YOU ARE TOO BUSY TO WRITE HOME — DON'T

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Better than One Hundred Letters. SINGLE Copy 35 Cents. Subscription for home (including postage). One Year, \$18; Six Months, \$7.50; Three Months \$4.75.

"HOME LEAVE"

"The Art of Salesmanship"

"Herbert," said Horace to me one morning, as we idly watched the crowds passing through the Park, "Have you any money?"

I answered quite truthfully that I had not. I very rarely have, but people will keep on asking the same foolish question.

"Then," said Horace solemnly, "we must go to work."

"That," I replied, "is easy, but is it necessary?"

Horace got weighty and vital at once. "My dear chap," he began, throwing away a perfectly good copy of the morning paper—"my dear chap, this idleness simply will not do. It is demoralising, and undignified. I haven't done any work now for two months. I feel the urge for activity."

That's the worst of Horace—always feeling the urge to do something. Why one ever wants to do things on a beautiful Spring morning, with all sorts of interesting things going off all around, completely defeats me. Let the others do it, say I. There are quite a lot of them.

I intimated as much to Horace, who declined to agree. This is another of his bad habits.

The Dignity of Labour

"Work," he continued, retrieving the newspaper from the ashbin, or whatever they call these things, "is necessary to every man. Let us therefore glance through the columns and look for a philanthropist who is willing to give a large man a small salary."

With this he proceeded to open the journal, much to the annoyance of a distressed-looking person on the next seat, who had obviously marked it down for his own—and proceeded to read aloud some choice selections from the section devoted to appeals for men with Punch, Pop, and Personality.

There is no holding Horace when he really gets going. By the time he had waded through two columns I began to imagine that there was a niche reserved for both of us in the commercial world—and I confess that it had not occurred to me that there so many opportunities for men of intelligence.

On the Track

A visit to a selected round of offices in the afternoon confirmed this view. I have rarely had such enthusiastic receptions, although it gradually began to dawn on both of us that we could not start at the Top. But after regretfully declining offers to represent a brush firm, an oil firm, and a publication devoted to the obvious merits of fried fish, we were at length offered a small retainer by a firm of eminent electricians. Being rather late in the day, and in a desirable locality, we accepted with alacrity, and were duly enrolled.

Possibly you may have heard that all business experts require a little training. We were no exception to the rule. In our case it was very little—one week, on full pay—by which time we had convinced our mentors, and each other, that we had acquired what is known as a Snappy Line of Talk. Thus, having been saddled with the necessary apparatus and hurried down several flights of steps, we took our place in the ranks of the World's Brightest Salesmen.

We Commence

Without going into details about Territories and Prospects, which is sufficiently tiresome, let us hurry along to the glad day when we found ourselves allotted a District, and discovered ourselves in the wilder outskirts of London in the earlier hours of the morning. The district was composed principally of ploughed and unploughed fields, with houses here and there, at which we called to inform the Prospects of the benefits in store for them.

By noon Horace had found someone he knew who he had last seen in Algeria, and had parted with his Infernal machine on a cash basis. This cheered us up considerably, and as Horace was still feeling immensely vital, I allowed him to carry my pack, and concentrated upon the Snappy Line of Talk.

At one o'clock we paused at a wayside inn and disgorged most of our ill-gotten gains. It had now commenced to rain heavily, and there was some little acrimony when an intelligent youth mistook Horace for a golfer when we set out again, and offered to carry his bag. The Snappy Line of Talk was also beginning to dry a little in the middle by this time, and faded out entirely when, after a tramp of what seemed like several miles, we discovered a district where Hawkers and Cannibals (whatever they are) were Not Allowed.

Not Wanted

Even Horace was feeling the strain by this time. "Nobody wants to buy our pretty flowers to-day," he grunted, as we were chivvied

away from the door of an isolated country house. "Now what do we do?"

I murmured something about Robert the Bruce, whom, I understood, was a bit of a stayer, but it didn't please Horace at all.

"Don't talk rot," he retorted rudely. "Robert the Bruce was never a salesman."

"No, but he had personality," I replied, whereupon Horace insisted that I should carry the bag for a change.

In Desperate Mood

It was in this mood that we drew up at the door of a house called by some weird chance "The Haven." It looked it. A neat, trim-looking place obviously put up by someone fond of his ease, and able to afford it.

"Now or never," said Horace, as he rang the bell. "No results here, and we call it a day."

"I quite agree," I had commenced to say, when the door was opened by the most charming girl I had ever seen in my life. Even Horace, who has been everywhere and seen everything, stood with his mouth open for a moment. And then we woke up, and began to talk in earnest.

"Good afternoon, Madam," we began, somewhat in the manner of Jiff and Hoff, the famous comedians, at the same time raising our hats and depositing several gallons of water on the doorstep, "we called."

"So I see," said the young lady, "and where did you leave the lifeboat?"

Horace drew himself up. "Am I correct in enquiring," he asked, "if this is The Haven?"

"It is, but are you sure you aren't looking for the Ark?" she replied.

CLOSE FINISHES AT THE RACES

(Continued from Page 1.)

Winsome Stag jumped into the lead at the start, attended by African Eve. Half way round the field the Eve had come up on the Stag, who however maintained the lead until coming into the straight. Four Clubs then came up and joined issue with African Eve, with Chesapeake Bay and Fifty Fifty challenging. The finish was a dead heat in the last stride, with Fifty Fifty half a length away. African Eve thus gave Mrs. W. T. Southern her first winner. Fifty Fifty paid \$44.40 for a place.

2.—"The Hunchbacks" Plate: Six Furlongs.—For China Ponies. Subscription Grifflins of this Club of this Season, non-winners. Weight for inches as per scale. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Parkson Chan's Iron Blood 152 lb. (Mr. Frost) 1
H. S. Chun's Sonny Boy 150 lb. (Mr. S. Y. Liang) 2
Bellamy & Gordon's Snafell 158 lb. (Mr. Arnold) 3
Y. T. Fung's Arabian Sea 150 lb. (Mr. Fung) 0
Li & Kitchell's Baby Face 158 lb. (Mr. Harriman) 0
Ho Kom-tong's Chess Hall 155 lb. (Mr. da Roza) 0
Chow & Chau's Happy Day 147 lb. (Mr. Ip Kuy-ying) 0
K. H. Kay's Osiris 158 lb. (Mr. Reidy) 0
J. F. Macgregor's Strathroy 155 lb. (Mr. Newbigging) 0
Nickels's Tighto 155 lb. (Mr. Backhouse) 0
Glebb's What's Yours 158 lb. (Mr. Heard) 0

Won by 3 lengths; 2 lengths. Time: 1 min. 35 secs. Pari-mutuel: Winner \$32.30; Places 1st \$7.80, 2nd \$15.10, 3rd \$8.

Winner Places
Snafell 626 1,180
What's Yours 256 516
Iron Blood 202 438
Osiris 119 178
Sonny Boy 78 124
Chess Hall 67 107
Baby Face 36 71
Tighto 32 65
Strathroy 19 35
Happy Day 9 35
Arabian Sea 6 27

There was a poor start here, and Arabian Sea was left badly. Strathroy made the running, but there was very little in the race until nearing the finish, when Snafell, a hot favourite, challenged only for Iron Blood to come through on the rails, and make a mild "killing" by paying \$32.40. Snafell was beaten into third place by Sonny Boy. What's Yours, the second best backed, was never in the picture.

3.—Tal-Mo-Shan Handicap: "B" Class One Mile and a Quarter.—For China Ponies. Entrance Fee \$5.

A most disconcerting young person. Horace and I didn't like it a bit. It rather cramped our style, until Horace, who is never at a loss for long, managed to enquire feebly whether there were any old shoes to be had.

"Or a hedge to clip," I suggested. "Or a job mowing the lawn," said Horace.

"Or any wood to chop," I amended.

The girl smiled. "Well, considering the weather," she said "I suggest you let me give you some tea."

"Ten," said Horace, glancing at the laden skies.

"Ten," I echoed, without enthusiasm, wringing out my sudden pockets. But we went inside.

Old Friends

And then it happened. For as we passed through the door a force-looking elderly gentleman with a huge walrus moustache seized Horace by the shoulders, and whirled him round, yelling "Dear old Horace. Fancy meeting you here. Well, well, well, ..."

"God bless my soul, it's old Puggy," said Horace, equally pleased. "The last time I saw you was in Antofagasta."

"Left there three years ago," boomed the old Walrus. "This is my daughter. She saw you through the window. Knew you at once. What on earth has your friend got on his back—a locomotive?"

Horace coughed. "That," he replied, "is a wonderful electrical appliance for the home, which, er, ..."

The young lady clasped her hands. "Oh, can I see it," she asked.

"Take it," said Horace, grandly. "Please do," I echoed.

"We shall have to pay for that," said Horace, as we bowed home for our host's car later.

"It's worth it," I remarked. "How do we stand on the day?"

"Fifteen shillings down," said Horace.

"Better give up work," I suggested.

"You bet," said Horace, knocking the ash off his Corona.

And that was that! —"Wiccy."

placed at \$1,000, or shall run off on a day to be fixed by the Committee, not being the same day as the last race for the Stakes but within two weeks thereafter. In the event of a run off the weights shall be weight for inches as per scale. Entrance fee \$5. 2nd prize: \$300. 3rd Prize: \$200.

Ho Kom-tong's President Hall 154 lb. (Mr. da Roza) 1
Heard's Royal Flush 155 lb. (Mr. Heard) 2

Mackie & Grayburn's Pickle 154 lb. (Mr. Harriman) 3
Toog & Prigley's Fair Sport 154 lb. (Mr. Reidy) 0

Ho Kom-tong's Majestic Hall 154 lb. (Mr. Arnold) 0
Won by a short head; 3 lengths. Time: 2 mins. 02 secs.

Pari-mutuel: Winner \$5.70; Places 1st \$5.20, 2nd \$5.70.

Winner Places
President Hall 1,711 1,411
Royal Flush 249 450
Majestic Hall 101 135
Pickle 73 103
Fair Sport 33 114

Another thrilling finish here with President Hall just nosing home from Royal Flush, who made a wonderful burst from the distance post, and would have won in a few more strides. Pickle and Majestic Hall led at the start, but the two Halls came to the front after the Rock. Royal Flush was well in the picture and fought it out neck and neck with President Hall amidst tremendous excitement. President Hall was a terrific favourite, and just managed to pull it off much to the crowd's relief.

3.—Mount Davis Stakes—One Round (About 7 Furlongs 55 Yards).—For China Ponies. Grifflins of this Season, non-winners. Weight for inches as per scale. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

L. Dunbar's Lobster Bay 161 lb. (Mr. Soares) 1
Chan Tin-sion's Witty Stag 158 lb. (Mr. Frost) 2

John Peel's Abel 155 lb. (Mr. Heard) 3
Yam Man's Blue Boy 161 lb. (Mr. da Roza) 0

Yue & Lo's Empress Hall 158 lb. (Mr. Arnold) 0
Harbot's Gay Caballero 161 lb. (Mr. Backhouse) 0

Mackie & Grayburn's Pippin 161 lb. (Mr. Harriman) 0
Won by a head; 3 lengths. Time: 1 min. 51.4/5 secs.

Pari-mutuel: Winner \$12.00; Places 1st \$5.90, 2nd \$5.80, 3rd \$12.60.

Winner Places
Lobster Bay 777 1,119
Witty Stag 673 1,180
Empress Hall 301 453
Blue Boy 137 250
Pippin 89 135
Abel 72 133
Gay Caballero 40 109

Lobster Bay had a good gallop down the course, prior to the race, and looked to be in good fettle. Blue Boy caused a surprise at the fall of the flag by taking a long lead, but the run up the incline to the Rock told its tale, and at the 1/2 mile post he was done with. There was nothing in it now but Lobster Bay and Witty Stag, and after the latter looked like pulling off the race, Lobster Bay came again to win on the post by a head.

Abel was a poor third. Here again the public judged form very well, the verdict just about reflecting the general fancy.

6.—Mount Parker Handicap: "D" Class One Mile.—For China Ponies. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Mrs. H. S. Chan's Pagoda 150 lb. (Mr. Harriman) 1
Chan Wai-yan's Shanghai Beau 158 lb. (Mr. Yue Shun-wa) 2

E. L. Hosie's Teuchit 149 lb. (Mr. Bulteel) 3
Lt. Col. C. H. Little's Sunloch 165 lb. (Mr. Heard) 4

Mickels's Blotto 152 lb. (Mr. Frost) 0
Mogear's Catalan 161 lb. (Mr. S. Y. Liang) 0

S. To Wong's Chieft 163 lb. (Mr. S. T. Wong) 0
Wong & Tang's Gay Pleador 148 lb. (Mr. da Roza) 0

Ip Kuy-ying's Jade 141 lb. (Mr. Botelho) 0

This was the best race so far. The ponies got away well together, with Town Hall making the running with Our Prince close behind. Passing the stand this was the order. Peppercorn being last. Town Hall kept the lead right up to past the Rock. Our Prince had dropped back, and The Pheasant was now challenging. It was a short-lived effort, however, as Little Thunder and Christmas Chimes came along, and Mr. Heard's pony went ahead at the distance, to win comfortably. Our Prince was three lengths behind Little Thunder to take third place. The public "found" the first two, but went wrong on Erin's Isle, who finished pulling up.

4.—First Aggregate Stakes: One Mile.—Value \$500. For all China Ponies. Weight 10 st. 9 lb. Winners of a race Value \$500 or over other than a race confined to Subscription Grifflins, or Ponies that have won the aggregate prize in the Aggregate Stakes in any season, 5 lb. extra. Non-winning Subscription Grifflins allowed 5 lb.

A Cup to be run for five times, or as decided by the Committee, called the Aggregate Cup, will be presented at the end of the season to be won by the pony scoring most marks in the races for the Aggregate Stakes at the extra meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pony with the pony on a win. Any winner of the race this season to carry 5 lb. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts, such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. In the event of two or more ponies tying with the same number of marks after five races have been run the owners shall either divide the value of the Cup which is hereby

Winner Places
Christmas Chimes 616 812
Little Thunder 435 875
Erin's Isle 314 493
The Pheasant 211 422
Peppercorn 148 223
Our Prince 109 217
Town Hall 38 69

Par-mutuel: Winner \$13.60; Places 1st \$5.80, 2nd \$6.70, 3rd \$11.90.

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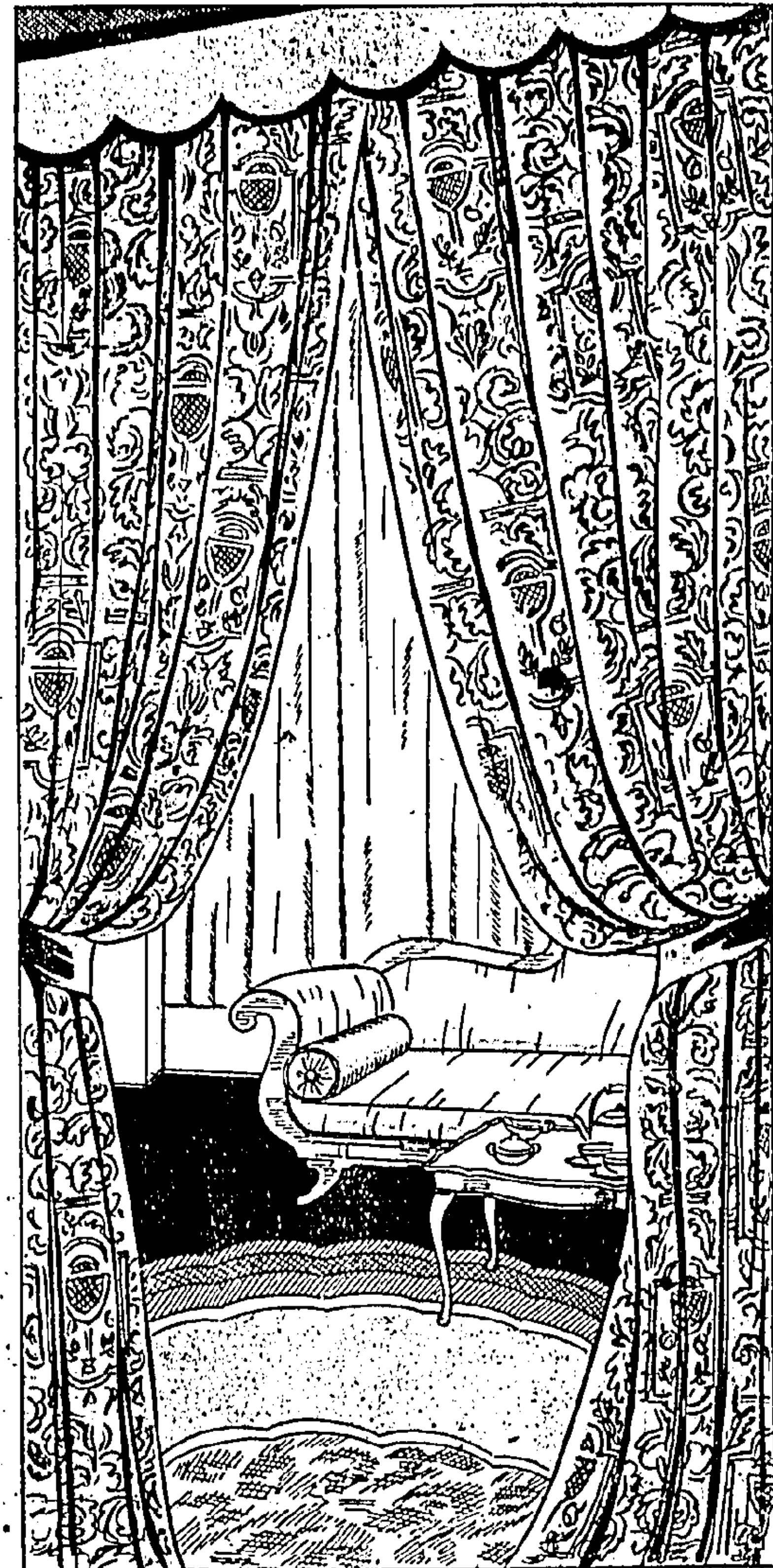
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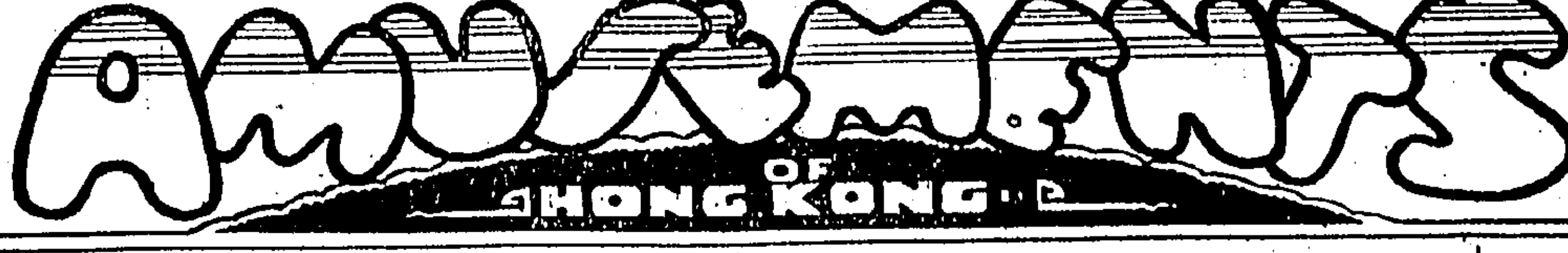
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MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

Daily at 2.30, 5.10, 7.15 & 9.20.
Sunday to Tuesday:—"Christina"
Janet Gaynor and Charles
Morton in a love story that
plumbs the depths of the human
heart.

Wednesday:—"In response to popular
request, "Dynamite" Cecil de
Mille's greatest spectacle.

Thursday to Saturday:—"The Un-
holy Night" a gripping, all-
talking mystery drama featur-
ing Ernest Torrence, Dorothy
Sebastian and Roland Young.

WORLD THEATRE

At 2.30 & 7.15 Interpreter
At 5.15 & 9.20 Orchestra

Sunday to Tuesday:—"Spite
Marriage" Buster Keaton's
hilarious comedy of life be-
hind the footlights and at sea.
With Dorothy Sebastian and
Lella Hyams.

Wednesday and Thursday:—"At the
5.15 and 9.20 performances
only:—"The Girl From Chi-
cago," a romance of daring and
danger. With Conrad Nagel
and Myrna Loy.

Friday and Saturday:—"The Battle
of the Sexes" D. W. Griffith's
latest big picture, with Jean
Hersholt, Phyllis Haver, Belle
Bennett and Don Alvarado at
the 5.15 and 9.20 performances
only.

STAR THEATRE

Special Matinees on Saturday and
Sunday at 2.30 p.m.

Daily at 5.30 and 9.20

To-day and To-morrow:—"Home-
sick" Sammy Cohen in a
hilarious comedy with a trans-
continental bicycle race from
New York to Los Angeles
furnishing innumerable mirth-
provoking situations.

Tuesday and Wednesday:—"Polly
Moran and Harry Gribbon in
an hilarious record of a honey-
moon that went amiss, "Honey-
moon" with the wonder dog,
"Flash".

Thursday to Saturday:—"Dream of
Love." A thrilling and specta-
cular story of a royal romance.
Featuring Joan Crawford, Nils
Ather and Aileen Pringle.

JANET GAYNOR IN "CHRISTINA"

Janet Gaynor will add still other
hearts to the thousands she already
has won when she appears at the
Queen's Theatre to-day to Tuesday
in her latest Fox Films production,
"Christina." Her poignant portrayal
of a wistful little Holland girl, the
lovable daughter of an old toy-
maker, who seeks—and finds—her
ideal man comprises the greatest
work of her career. Such is the
consensus of previewers. Miss Gay-
nor had the world at her feet by her
dramatic characterizations as Diane,
a waif in the Paris Montmartre
quarter, in "Seventh Heaven," as
Angela, the Neapolitan girl, in
"Street Angel," and as Marion, one
of the circus performers, in F. W.
Murnau's "4 Devils."

In "Christina" she is given an-
other distinctive role—that of a
little Dutch girl who lives in a world
of make-believe, preserving a beau-
tiful illusion to comfort her aged,
blind father.

Charles Morton, who played the
leading masculine part with Miss
Gaynor in "4 Devils," again is with
her in "Christina" as Jan, a member
of a circus troupe who loves the
wide-eyed girl.

Rudolph Schildkraut is cast as
Niklaus, the father of Christina,
and adds another triumph to his
long line of screen achievements.
Lucy Dornaine, Hungarian actress,
and Harry Cording also have im-
portant parts.

"Christina" was written especially
for Fox Films by Tristram Tupper,
author of "The River" and other
best selling novels. Tupper has
been an ardent admirer of Miss
Gaynor's work on the screen and it
was her ability that inspired him.
William K. Howard directed.

Ernest Torrence, Metro-Goldwyn-
Mayer character actor, who com-
poses music between pictures, has
started work on an opera. Lionel
Barrymore, the director, who also
composes, is working on a sym-
phony, after composing several con-
certos. Lon Chaney says the only
way he can keep pace with them is
to write a "Mummy Song."

"THE UNHOLY NIGHT" STRIKES THRILL APEX

Suspicion and mystery, a strange
pursuit by detectives of an unseen
slayer in a chase that led through
ghostly scenes, weird adventure in
the shadows of a haunted manor and
in a London fog, and uncanny
happenings amid a group of London
officers, are the elements that go to
make up the newest mystery thriller
of the screen. "The Unholy Night,"
new Ben Hecht story, directed at
the Metro-Goldwyn-Mayer studios
by Lionel Barrymore, and now
playing at the Queen's Theatre, as
an all-talking production, is one of
the strangest drama in years.

Mystery piles on mystery, un-
canny thrill one upon another, and
finally, in the last few scenes, as the
denouement of a fantastic scene in
which ghosts are materialized from
thin air, the whole mystery is ex-
plained in a few fleeting scenes and
comes tumbling down like a house
of cards.

It is Barrymore's first production
since "Madame X," and establishes
him as a past master in the art of
mystifying an audience. The cast
is one of the most elaborate ever
assembled for a single play, fairly
bristling with famous names.

Ernest Torrence acts a new
record, and forsakes tough roles to
play an immaculately garbed London
physician, a mysterious psychi-
atrist about whom much of the bewilder-
ment moves, and Dorothy Sebastian
is a sinister figure as the mysteri-
ous "Efrin," half English, half
Turkish woman hypnotist in the
story.

The British officers are played by
John Roche, John Miljan, Richard
Tucker, Philip Strange, Lionel
Belmore, Richard Travers, Gerald
Barry, John Loder, and Roland
Young, the latter as the comical
"Lord Montague" of the picture.
Claude Fleming and Clarence
Geldert are convincing as the Sen-
tinal Yard detectives, and Solin as
the weird Chinese spiritual medium.
Boris Karloff is a forbidding figure
as "Abdoul," the mysterious Turk
and Natalia Moorhead makes a state-
ly "Lady Violet." The comedy is
supplied by Polly Moran, George
Gooper, and Sydney Jarvis, as valet,
maid, and butler in the haunted
manor.

The principal thrills are the ghost
materialization in the scene, the
killing in the shadows of the haun-
ted manor, the strange attack in the
fog by the invisible enemy and the
midnight chase of the "Green
Ghosts" through the corridors of
the old London homestead.

QUEEN'S

1
DAY ONLY
BY
SPECIAL REQUEST
"DYNAMITE"

will be
Shown again
on
WEDNESDAY
MARCH 26th.

SPECTACULAR SCENES IN DYNAMITE, CECIL B. DE MILLE'S LATEST FILM

Cecil B. De Mille is always
spectacular and always surprising—
and both spectacle and surprise are
present in overflowing measure as
"Dynamite" plays out its perfor-
mance at the Queen's Theatre, where
it will be shown by special popular
demand on Wednesday only.

This story by Jennie MacPherson
gallops merrily from the haunts of
luxury to the depths of a coal mine,
from the bars of the "death" cell
at State's Prison to a colourful
Ladies' Field Day at a country club.
The principal protagonists are
Charles Blackford, a coal miner, and
Conrad Nagel, Kay Johnson and
Julia Faye, from what is termed
"high society."

It would not be fair to tell the
whole of what is a very exciting
and unusual plot. Suffice it to say
that the marriage of a society girl
to a murderer on the eve of the hour
of his execution is not the least of
the thrills.

QUEEN'S

TO-DAY TO TUESDAY
AT 2.30—5.10—7.15—9.20



CHRISTINA A Love Eternal In Youthful Hearts

A Great Picture Is
Made Immortal By
The Artistry of
JANET GAYNOR

Never Has She Been More Al-
luring, More Exquisite, More
Lovable, More Accomplished
than in this Touching Ro-
mance of Youthful Dreams,
Youthful Love, Youthful
Hopes, and Youthful Faith.

WILLIAM FOX presents

CHRISTINA with JANET GAYNOR

CHARLES MORTON · RUDOLPH SCHILDKRAUT

Story by TRISTRAM TUPPER
WILLIAM K. HOWARD production

COMEDY
STAN LAUREL—OLIVER HARDY
in "A PERFECT DAY"

THURSDAY TO SATURDAY

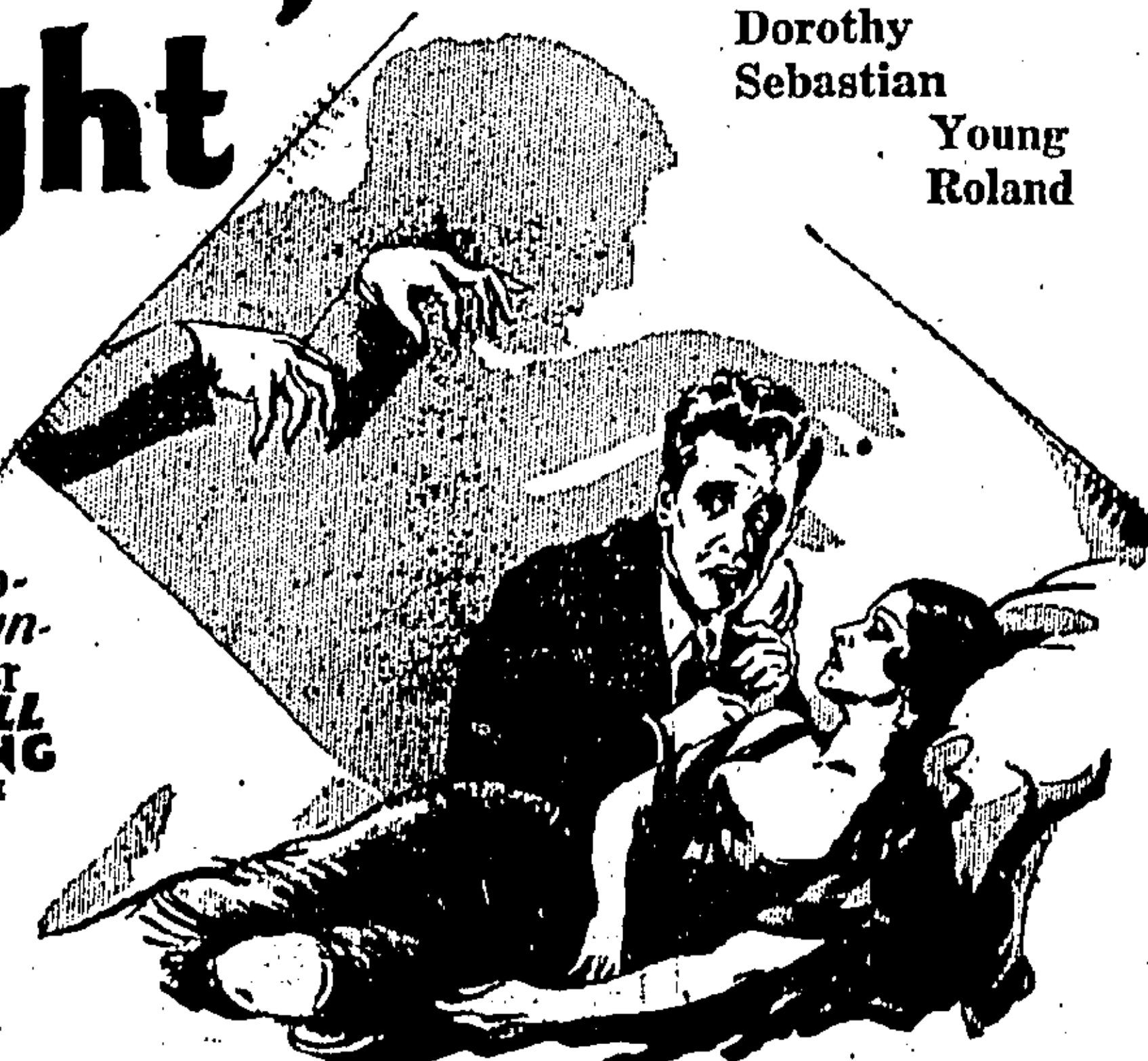
THE LAST WORD IN MYSTERY THRILLERS

The Unholy Night

Story by Ben Hecht
Screen play by Ed-
win Justus Mayer.
Adaptation by
Dorothy Farnum.

a Metro-
Goldwyn-
Mayer
ALL
TALKING
PICTURE

directed by
LIONEL
BARRYMORE



with
Ernest Torrence
Dorothy
Sebastian
Young
Roland

METROTONE NEWS

SEE RIO DE JANEIRO FROM THE AIR SEE DESPERATE COMBAT
HEAR MAIDS OF PEKING SING OF GLORY OF OLD CHINA. of SEA ELEPHANTS!

"HOMESICK" IS A JOY RIDE OF LAUGHS ACROSS COUNTRY

With "Homesick" featuring
Sammy Cohen, the irrepressible
comedian at the Star Theatre to-
day and to-morrow, those who see
the picture will enjoy an ex-
perience akin to riding on the rear
seat of a bicycle from New York to
Los Angeles. The story deals
primarily with a transcontinental
bicycle race for which a prize of
\$25,000 is awarded the winner.
Coincident with the announce-
ment of the race in New York, there ap-
pears an advertisement inserted by
a California girl who seeks a hus-
band, but the applicant for her
heart and hand must be in a finan-
cial position to buy a chicken
ranch. "Sammy" a New York boy,
reads the ad, yearns to be the
favoured one but finds himself
without even the proverbial "thin
dime." He edges into a polo game
and, after two days' continuous
session with the pasteurized,
cleans out his partners. The net
proceeds, however, furnish him
enough money to buy a bicycle, pay
his entrance fee and take part in
the big race with a pot of gold and
a wife at the end of his rainbow.
His bitter enemy also enters the
race, and the two battle across the
continent. Whether he wins the
race and gets the wife remains to
be told on the screen. Those who
see "Homesick" are promise a
record-breaking entertainment of
real laughs. Marjorie Beebe,
imitable comedienne, is the girl
in the case and Harry Sweet, the
impeccable enemy of Sammy
Cohen, the hero. Henry Lehrman
who has directed comedies from
the birth of films, is said to have
done his finest work in this pic-
ture, screened solely for laughing
purposes.

"HONEYMOON" IS HILARIOUS MAZE OF MARITAL MIX-UP

Married folks who have long for-
gotten their honeymoon and young
folks who are full of anticipation
will do well to see "Honey-moon,"
the latest Metro-Goldwyn-Mayer
farce comedy playing at the Star
Theatre on Tuesday and Wednes-
day of this week. It is both a
hilarious record of a honeymoon
that wasn't and a warning to those
who would bring a dog along on
their wedding tour.

"Honey-moon" is a mirthful mix-
up if ever there was one, and Polly
Moran and Harry Gribbon share
not only featured honours but
their trials and tribulations on
their wedding night with Flash,
the wonder dog.

"Honey-moon" moves too fast and
furiously to recount in a brief re-
view, and as each succeeding
sequence brings new laughs and
new hilarious complications,
't would be marring a perfect hour
of merriment to recite the plot.
Suffice it to say that the bride and
groom, intent on giving a charivari
party the slip, to begin their honey-
moon quietly by themselves, find
that in bringing their newly ac-
quired police dog with them they
have brought unending grief to
their plans. What Flash, the dog,
doesn't get into himself he gets
Polly and Harry blamed for, with
the result that for seven reels
"Honey-moon" is just about as an
active and entertaining as any pic-
ture seen here in a long time.

"DREAM OF LOVE"

Two Popular Stars
Together Again

BEAUTIFUL LOVE EPISODES

Joan Crawford and Nils Ather
loom as a new team of screen
lovers in "Dream of Love," which
opens on Thursday at the Star
Theatre as a new Metro-Goldwyn-
Mayer feature.

In this brilliant picturization of
the old French play, "Adrienne
Lecouvreur," Miss Crawford and
Ather give the finest and most
forceful performances of their
careers and win new laurels as
dramatic artists.

Fred Niblo, who directed the
modernized version of the old play
which Sarah Bernhardt made
famous, surrounded the featured
couple with an elaborate support-
ing cast, including Aileen Pringle,
Carmel Myers, Warner Oland, and
many others of note.

Miss Crawford, fresh from her
triumphs in "Our Dancing Daugh-
ters" and with John Gilbert in
"Four Walls," gives an outstanding
portrayal of the gypsy dancing girl
who rose to stage stardom in the
little Balkan province where her
lover was pretender to the throne.
Ather, who recently appeared in
"Wild Orchids," is dramatically
romantic as the Crown Prince who
is willing to give up the throne for
the gypsy girl.

BUSTER KEATON CREATES ANOTHER LAUGH RECORD

Buster Keaton invaded the realm
of the footlights, after having been
away from the stage for years,
when he played his role in "Spite
Marriage," his new Metro-Goldwyn-
Mayer vehicle showing to-day to
Tuesday at the World Theatre.

The picture is a hilarious comedy
of backstage theatre life, with
Buster playing the part of a clothes
presser who falls in love with the
leading lady. She marries him out
of spite, hoping to be avenged on
a former lover who has deserted her,
and then Buster's comical
troubles begin. Among the high-
lights are a thrilling adventure on
the high seas, a fire aboard ship
and a series of comical accidents
that wreck a theatrical production.

Buster's bride forsakes him to go
on a yachting cruise with a wealthy
friend, but the undaunted Buster
appears unexpectedly in mid-ocean
and becomes one of the crew. When
the boat has weathered a
gale and a fire and been pursued
by rum runners, until it is almost
wrecked, Buster finds himself in
sole possession. His bride eventu-
ally discovers that he is the man
she really loves and so all ends
happily.

EXCITING FILM

"The Girl From Chicago"

"The Girl From Chicago," which
will be shown on Wednesday and
Thursday at the World Theatre, is
a drama of the most thrilling type.

Mary Carlton leaves her South-
ern home and her before-the-war-
time father, to come to the city to
free her brother from the clutches
of the gang which has placed him
in danger of execution. Keen, im-
pelled by her great love, Mary
enters the underworld, becoming
known as "Molly," the girl from
Chicago.

Here she meets and is loved by
two men, both of whom she believes
to be crooks. One is dapper and
well-favoured. The other is Big
Steve Drummond, who is in reality
what Molly believes him to be:
Character of the tender—John
corps, and the hodge-podge of
the city, surge about Molly, and the
pathetically weak figure of the
brother whose life is at stake. The
old father, back in Dixie, must be
kept in the dark as to his son's
distress, and the boy must be free.
After many hair-raising adventures
Molly accomplishes all she set out
to do, winning incidentally the
heart of the dapper gent, who is
not a crook after all.

NEW GRIFFITH FILM

"The Battle of the Sexes"

The same blending of artistry
and entertainment values which
made possible many of the screen's
greatest pictures is again intro-
duced by D. W. Griffith in his
latest picture, "The Battle of the
Sexes" which opens a two day
run at the World Theatre on Friday.

The picture's chief characteris-
tics are humour and pathos which
are woven into a pleasing story
whose theme is the modern home,
wrecked by the machinations of an
unscrupulous gold-digger, who gets
her man, regardless of his strong
family ties. "The Battle of the
Sexes" is appropriately titled.

Griffith has made one of the most
entertaining and worth-while pho-
toplays of his career in this new
attraction which everyone should
see. The unmistakable Griffith
touch is to be found in the big
moments of the picture. In fact,
so real has he made the relation-
ship that exists between husband
and wife and parents and children,
that the introductory scenes show-
ing the happy family are like a
page from life. Jean Hersholt, as
Judson, the family man who strays
from the straight and narrow path,
clinches his hold on the title the
motion picture people have accord-
ed him, "one of the screen's great-
est character actors." He portrays
this role with such naturalness and
feeling that his philanthropies are
almost forgiven him. Phyllis
Haver, who plays Marie, the gold-
digger, is cast in a role that has
grown typical of her. It is she
who injects much of the spontane-
ous humour into the production.

Belle Bennett is cast as the
mother and wife who becomes
temporarily crazed by Judson's
marital deficiencies. It is her best
performance since her memorable
performance as "Gilda Dallas." Don Alvarado,
who appears on the screen as
Marie's sweetheart, makes the best
of his unsympathetic role.

AT
THE

MAJESTIC

Nathan Road,

Kowloon.

—2. PARAMOUNT SPECIAL. 2.—

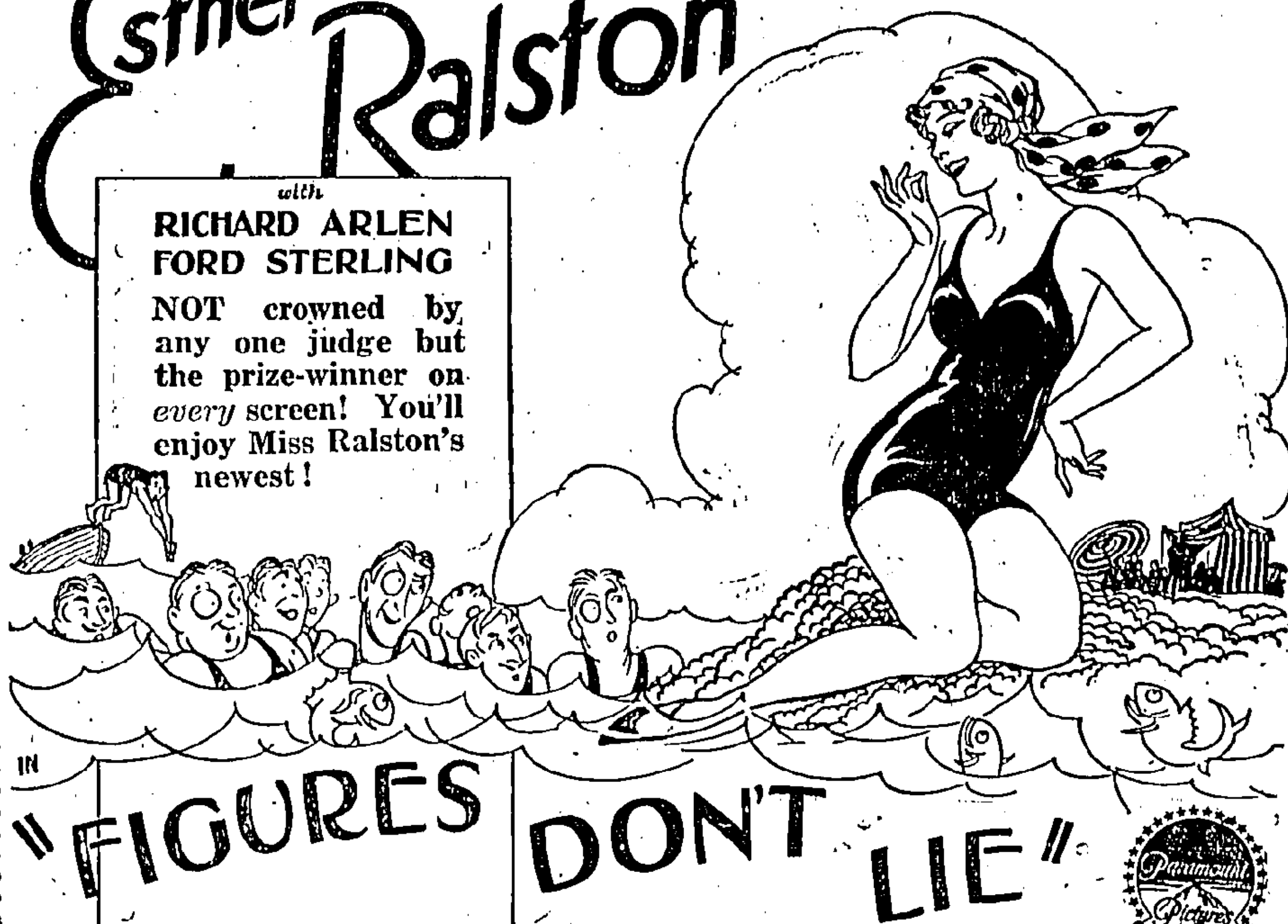
PARAMOUNT WEEK

—DON'T MISS THEM—

TO-DAY TO TUESDAY

Daily at 2.30, 5.30, 7.20 & 9.20 p.m.

Esther Ralston

RICHARD ARLEN
FORD STERLINGNOT crowned by
any one judge but
the prize-winner on
every screen! You'll
enjoy Miss Ralston's
newest!

"FIGURES DON'T LIE"

An EDWARD SUTHERLAND
PRODUCTION

2 + 2 = 4

No Matter How You Look at It!

and

"FIGURES DON'T LIE"

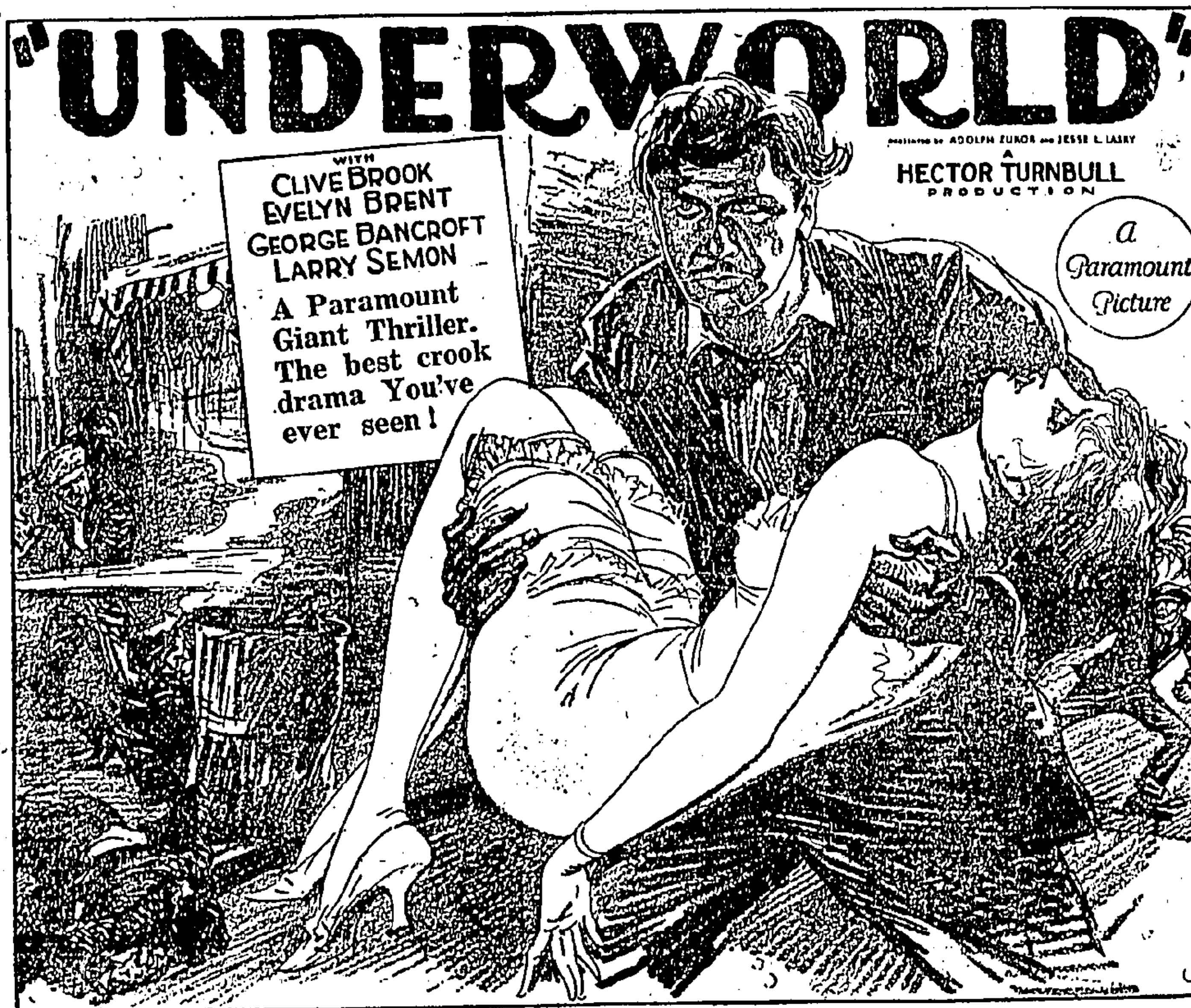
Shapes Up as Esther Ralston's Funniest No
Matter How You Look at It!Whether or not you agree with nine-tenths of
filmdom in adjudging Esther Ralston the Screen's
most beautiful blonde, you'll agree that she is a
clever comedienne.

ALSO PARAMOUNT NEWS AND PARAMOUNT COMEDIES.

A MELODRAMATIC THRILLER!

THE film that critic and public alike have acclaimed as being in a class
by itself! A tale of aboriginal men and their mates—living on the
outskirts of life. Dramatic. Dynamic. Something new in picture-
dom!The picture you've been waiting for! A tale of the underworld as it
really is!

COMMENCING WEDNESDAY, 26th MARCH.



"UNDERWORLD"

CLIVE BROOK
EVELYN BRENT
GEORGE BANCROFT
LARRY SEMONA Paramount
Giant Thriller.
The best crook
drama You've
ever seen!HECTOR TURNBULL
PRODUCTIONA
Paramount
Picture

SPECIAL MUSIC AT 5.30 AND 9.20 p.m.—BOOK EARLY.

"I HAVE AMBITION"

[By Esther Ralston]
Saying that I have an ambition
is not in itself a very remarkable
statement, because every other
girl—and every man, for that mat-
ter—has one, too.There are thousands and thou-
sands of girls who hope to become
famous on the stage or screen some
day. But what do they want after
they achieve fame? Do they want
further triumphs or what?My ambition is a wee bit differ-
ent from that of the average girl.
Climbing the ladder of success
is but one step to me.I want to be known to every one
in this wide, wide world as a
comedienne with a soul.Ever since I was a tiny girl ap-
pearing in vaudeville, in recitals,
and on the Chatauqua stage that
idea has been in my mind. My
dad instilled it and did it well."Esther," he told me, "there are
dramatic actors galore, and there
are comedians galore. The world
loves a comedian. But what this
world wants, and has always want-
ed, is a comedienne with a soul, a
comedienne whose inner per-
sonality walks right up and smacks
you in the face, to speak in the
vernacular."My daddy knew. He was an ac-
tor of the old school.I played Juliet
We appeared for several years as
the Ralston family, the Metro-
politan Entertainers. We special-
ized in Shakespeare and classical
repertoire. I played Juliet, and
how I loved it! But playing Juliet
does not give a person an oppor-
tunity to do comedy. However, my
chances came and it wasn't long
before daddy started giving me
little parts in the various produc-
tions.I did everything possible to de-
velop my comedy. I worked hard,
even if I do say so myself.Then I went into pictures. I joined
the Paramount organization and
was given a role in "Huckleberry
Finn". That was a great chance,
and my success brought me another
important part in "Tom Sawyer".
I left Paramount for a few years,returning to the lot one day seek-
ing a part in Cecil B. De Mille pro-
duction. He had nothing for
me but Herbert Brennon was
in the room at the time
and he offered me a chance
in "Peter Pan." I was to play
the young Mrs. Darling, and I did.Other Paramount pictures in
which I played parts, some large
and some small, were "The Little
French Girl," "The Lucky Devil,"
"Beggars on Horseback," "The
Trouble with Wives," "A Kiss for
Cinderella" and "The Best People."Her Chance
It wasn't until "The American
Venus" was made that my first
great chance came. Fay Lamphier,
who had just been elected "Miss
America" had the title role, and I
played another important part.
Critics all over the country liked
me, apparently, for bigger charac-
terizations were given me by Jesse
L. Lasky. I was in "Woman-
handed," "The Blind Goddess,"
"The Quarterback" and "Old Iron-
sides."They all told me at the studio
that I was on my way to fame and
fortune. I smiled. I hoped so, but
that old ambition cropped up in
my mind. I wanted to become a
real star and to play in not-so-
serious pictures. Then came
"Children of Divorce" which was
really dramatic.I don't feel that I attained my
goal in my first starring vehicle,
"Fashion for Women", nor in the
second "Ten Modern Command-
ments," but it's just around the
corner. This new story, "Figures
Don't Lie", is at least a step ahead.

HARD BOILED 1

It's a hard boiled picture when
the director and camera man have
to wear bullet-proof vests and direct
the action from behind steel shields.
But there's the kind of story
"Underworld" happens to be. Direc-
tor Josef Von Sternberg and
Cameraman B. Glennon took no
chances while photographing scenes
in which machine guns rattled
away and hand grenades are tossed
about.

The story, depicting existing

"FIGURE DON'T LIE"

High Lights—and No
Low LightsThere aren't any low lights.
The picture moves along on high
all the way with no gear shifts.
The blonde beauty of Esther
Ralston, the dash and verve of
Richard Arlen, the comedy of Ford
Sterling and the characterization
of Blanche Payson woven into a
fast moving and charming story
give no chance for anything but
laughs.A beautiful secretary standing
close to her employer as he starts
to clasp a necklace around her
rounded throat. Enter the wife,
and trouble.Who wouldn't fall in love with
Esther Ralston if he had to work
in the same office with her?
Richard Arlen does, even though
she slaps his face for getting
"fresh."Foaming breakers, gleaming
sand and a beautiful blonde girl,
clad in a ravishing bathing suit,
leading others to the tape in a race
along the beach. Esther the win-
ner.Screams of terror and a rescue
from a treacherous surf. Richard
Arlen saves his heart's desire from
drowning and almost wins her on
the spot.A newspaper picture of a beauti-
ful secretary and her employer in
bathing suits. They are standing
close together. The wife sees the
picture, grabs a revolver and—Husband in dressing gown,
frantic wife in rage, pretty girl in
silk quilt coming down stairs.
Beat that for a situation! A shot,
a smoking revolver, a pretty blonde
girl crumpled on the floor, her
sweetheart bending over her. And
then understanding!They are all there, the laughs,
the thrills, the heart throbs, in this
fast moving picture. It's one long
high light.crime life in a modern American
city, is said to record an amazing
series of events which take place
during a gang war.

JEALOUSY

Powerful But Dangerous
WeaponJealousy may be a powerful
weapon but it's also a dangerous
one. Janet Wells finds in her event-
ful career as a private secretary.
Janet is private secretary to
"Howdy" Jones in the Paramount
picture "Figures Don't Lie" which
will be shown at the Majestic
Theatre, Kowloon, to-day, and how-
ever beautiful she may have been
in the mind of B. F. Ziedman,
creator of the original story, the
casting director went one better
when he gave the starring role to
Esther Ralston.As a private secretary Esther
Ralston is a riot. She is beautiful
and she is not dumb. In fact she's
the brains of the organization for
which she works.In spite of that brain power, how-
ever, she will play with jealousy,
and in so doing almost gets herself
shot. She almost gets herself
when the jealousy game acts as a
boomerang and she has her share
of suffering from it.An absent-minded business man,
who has a wife with a long memory
and a sharp tongue, a dashing young
sales manager, and a stenographer
who is more of a vampire than a
typist, figure in the incidents that
keep the private secretary, and in-
cidentally the audience, in a con-
stant state of excitement!Richard Arlen takes the part of
the young sales manager, who quite
naturally falls in love with the
secretary. Ford Sterling is the
man who can't remember whether
it's Tuesday or Wednesday
except for the number of
strings on his finger. Doris
Hill is the sympathetic friend
of Miss Ralston, Blanche Payson,
the business man's jealous wife and
Natalie Kingston the beautiful but
slightly vampire.

"BOBBED" BANDITS

Problem for Evelyn
BrentWhat the well dressed hobbled hair
bandit will wear was the question.
Evelyn Brent had to decide for her
role in "Underworld."Miss Brent was not a bandit in
the exact sense of the word, but she
came under that category through
her association with gangsters in
the Paramount picture "Under-
world," which reaches the Majestic
Theatre, on Wednesday.She wanted to be a credit to her
ruffian friends—George Bancroft,
Clive Brook, Larry Semon and Fred
Kohler. So, with the assistance of
Travis Banton, fashion expert, Miss
Brent evolved styles suitable to her
underworld nickname "Feathers."One outfit was a day resemble of
white Kasha with a black satin
jumper. Over it she wore a short
black velvet coat heavily trimmed
with white coque feathers around
the neck and down the front.She had an evening gown of white
satin with a tight bodice ombre-
dred in crystals, diamonds and pearls.
The whole skirt was composed of
ostrich feathers and she carried a
huge white ostrich fan.All bobbed haired bandits even-
tually visit a courtroom and it is
to their social advantage to be
stylishly groomed and when they
take the stand. Miss Brent, upon
the advice of Director Josef Von
Sternberg, wore a severe black satin
dress cut to a V front. It had long
tight sleeves. There was no trim-
ming on the dress, but George
Bancroft obligingly robbed a jewel-
ery store so Miss Brent could wear
a long double strand of matched
pearls and a couple of diamond
bracelets. The actress's hat was a
small black velvet affair trimmed
with two king birds of paradise.One must be in style, according
to Miss Brent, when one mingles in
the exclusive society of the under-
world.

UNDERWOOD KILLER

Cheats the Death
Chair"Bull" Weed, sentenced to death
for the killing of "Buck" Mulligan,
rival gang leader, miraculously
escaped from prison just thirty
minutes before he was doomed to go
to the chair. His escape is one of
the most remarkable in history, and
as yet he has not been apprehended.Weed and his jailer sat playing
cards to pass the time before his
death—a recreation that they had
enjoyed many times since Weed's
imprisonment—Weed in the cell and
the guard in the passage on the
opposite side of the bars. Just
what happened will probably never
be known, for when the keeper came
to conduct Weed to the chair the
jailer was found dead in the pas-
sage and Weed had disappeared.An alarm was immediately sound-
ed and a thorough search started.
How he escaped from the prison is
a mystery—no one saw him leave.
Authorities suspect his girl,
"Feathers," and his pal, "Rolls-
Royce," as it was expected that they
would make an attempt to get him
free. They have been taken into
custody and the police are expecting
new developments.Neither "Feathers" nor "Rolls-
Royce" have been allowed to see
Weed since he was captured, as the
Police feared an attempt would be
made to plan an escape, but in spite
of all vigilance it has been effected.
Weed, at large, is a constant man-
ace, for he is absolutely fearless and
will dare anything in his effort to
retain freedom.It was as a result of Mulligan's
undue attention to "Feathers" thathe met his death at the hands of
Weed. Apparently the latter does
not regret his action, for he has
never complained, either during the
trial or since his almost solitary
confinement.Yet, he cannot help but know that
since his sentence "Feathers" and
"Rolls-Royce" have been seen con-
stantly together. To the under-
world this means but one thing—
they have fallen for one another and
deserted Weed just when he depend-
ed on them most. When questioned
about this report, Weed refused to
comment. Have they forgotten him,
or is their association a sham to
fool the authorities? It seems al-
most impossible that his escape will
be permanent, yet the underworld
seems to think otherwise, for dur-
ing his entire career he has always
outwitted the authorities and his
luck seems almost unbreakable.What will happen next? Will
"Bull" Weed be captured? For fur-
ther information on this sensational
murder and prison escape, see Para-
mount's new super-film, "Under-
world," beginning on Wednesday, at
the Majestic Theatre, Kowloon.

GANG WAR!

The thrills of a bitter war on the
streets of a city are said to be con-
tained in the startling picture
"Underworld," which will be shown
at the Majestic Theatre on Wed-
nesday.Great wars between nations have
an end, but the clash between crooks
and the forces of law is unceasing.
This amazing drama taken from
metropolitan American life was
written by Ben Hecht for Para-
mount after a close study of crime
as a newspaper man over a period
of fifteen years.A carefully chosen cast enacted
the principal roles under the direc-
tion of Josef Von Sternberg. George
Bancroft who gave such sterling
performances in "Old Ironsides" and
the "Rough Riders" has a dominant
characterization. Featured with
him are Clive Brook, Evelyn Brent
and Larry Semon.

HUNTERS' EQUIPMENT
OF THE FIRST QUALITY



ARMS AND AMMUNITION.
FIELD GLASSES.
CAMPING EQUIPMENT.
NO-BATTERY FLASHLIGHTS.
SHIRTS AND JACKETS.

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HONG KONG.

"ERMLAND" CASE

Junk Held to Be to Blame

JUDGMENT DELIVERED

His Lordship the Chief Justice, (Sir Henry Gollan), sitting in Admiralty Jurisdiction, yesterday gave judgment in the case in which the motor ship Ermland of the Hamburg-America line collided with a junk off Waglan Lighthouse on March 25, 1929.

As a result of the collision the owner of the junk, Cheung Yau-kam, claimed from the defendant ship the sum of \$5,000, the value of the junk which was sunk.

His Lordship delivering judgment said:—

Text of Judgment

This is an action for damages arising out of a collision between junk No. 764L belonging to the plaintiff, and the m.s. Ermland, on March 25, 1929, between one and two miles to the south-east of Waglan Lighthouse and, according to the answer to question 3 in the plaintiff's Preliminary Act, within the waters of the Colony.

No pleadings have been delivered and the action has come for trial on the Preliminary Acts filed by the parties before this Court, Commander Hole, R.N., the Harbour Master of the Colony, acting as nautical assessor.

The case for the plaintiff is that his junk had been fishing off the island of Kwan Chau, and had started for Hong Kong about 3 p.m. on March 25, 1929. The plaintiff's witness Fung Kin-tsin stated that Kwan Chau is an island with a "fairly high hill" upon it and that it lies to the east of Waglan Island, though he could not say whether it was a little to the north or a little to the south of due east.

The Question of Time

On the day in question, it was practically a calm with a very light east wind, and although a yulow was used on the plaintiff's junk, the rate of progress could not have been very great. Taking the time of the collision as between 6.15 and 6.40 p.m., it is hardly likely that between 3 p.m., when the junk is alleged to have left Kwan Chau, and the time of the collision, it could have travelled as much as ten miles. But although we have had before us charts showing the sea forty-six miles to the east of Waglan Island we have not been able to discover any signs of any island answering to the description given by the plaintiff's witness of Kwan Chau. This is most regrettable as much turns on the course which was being steered by the plaintiff's junk at the moment of the collision and the position of Kwan Chau would have been of material assistance in coming to a decision on this matter.

The plaintiff says that his junk, when the ship was first seen, was, and had been for some time previously on a north-west course, with sail up and going, with the assistance of the yulow, at between one and two miles per hour. The sail was on the port side and the yulow was being worked on the starboard side. There was a fog which, according to the plaintiff, reduced visibility to about two hundred yards; and he further states that for some time previous to the collision a conch horn was being continually blown at intervals of about half a minute on the junk and that when the ship became visible a kerosene tin was beaten as well.

Opinions Differ

As to the place of the collision there is a slight difference of opinion between the parties. In his Preliminary Act the plaintiff says that it occurred "between one and two miles south-east of Waglan Lighthouse in the waters of the Colony." The defendant's estimate of the position is "between one and a half and two miles off the Waglan Lighthouse. The difference is immaterial and I find as a fact that the collision took place between one and two miles to the south-east of Waglan Lighthouse, and within the waters of the Colony.

As regards the time of the occurrence the plaintiff's evidence is to the effect that it was towards 6

p.m. and about half an hour before sunset. This is merely an estimate, because I gathered that there was no clock on the junk and the fog prevented any great assistance being derived from the position of the sun. The Captain of the m.s. Ermland testified that the collision took place at 6.40 p.m. on March 25, 1929, being, admittedly, at 6.36 p.m. at Hong Kong; and he produced his log in support of the time given by him (see Exhibit "I.E. 1"). He said that Tathong Point was passed about 6.20 p.m. and at 6.35 p.m. Waglan Fog Signal at a distance of about one and a half miles; and at this time the ship was carrying mast head lights, side lights, and stern light and sounding a motor whistle about every minute. As the ship was on a voyage to Manila, course was altered at 6.37 p.m. to true south 42 east, both engines going slow. At 6.38 p.m. both engines were stopped as a fog signal was heard three points on the ship's starboard side and at 6.39 p.m. a fishing junk, which was not the plaintiff's junk, was sighted, and at 6.40 p.m. the collision took place.

Captain Correct

It may be the misfortune of the plaintiff that stronger evidence as to the time of the collision could not be given by his witnesses. On the other hand I can see no reason why I should disbelieve the evidence of the Captain and his Chief Officer, and I therefore find as a fact that the collision took place at 6.40 p.m.

I now come to the evidence of the actual collision. The case for the plaintiff is that the junk was proceeding at between one and two miles per hour in a fog, a conch horn being blown at regular short intervals before the ship was sighted, and a kerosene tin being also beaten when the ship was sighted, about two hundred yards away. According to the plaintiff's witnesses, the course of the junk was north-west, and her sails were hoisted and lying on her port side. In cross-examination, the plaintiff's witnesses stated that they could hear the Waglan Fog Signal, and that the sound struck the ship between the bow and amidships on the port side. I am advised by Commander Hole that if, as the plaintiff's witnesses assert, the junk was on a north-west course then, having regard to the place of the collision, the sound of the Waglan Signal must have struck the junk dead ahead; and the fact that the signal struck her on the port side between her bow and amidships shows that her course could not have been north-west but must have been north with possibly a slight tendency to east of north.

The Junk's Course

Besides, if the evidence of the Captain is believed, and it is borne out by the course he would properly set for Manila, the ship, at the time of the collision, was on a true south 42 east course, and if the junk was on a north west course, then the two vessels would have passed starboard to starboard and no collision would have been possible.

I am of opinion therefore, and Commander Hole, R.N., concurs in this finding, that at the time of the collision the junk was on a north course with, probably, a slight tendency to a little east of north, and that the ship was on a true south 42 degrees east course. The plaintiff's witnesses say that when the ship was first sighted at a distance of about two hundred yards, she was on the starboard side of the junk. If I am right in thinking that the junk's course just before the collision was north or a little east of north, then I am advised by Commander Hole that the evidence of the ship's officers that when first seen the junk was almost clear of the port side of the ship is the more credible; and so I find.

The ship's officers go on to say that immediately the junk was sighted the helm of the ship was ported and her engines were put full astern. If the junk's course was, as I have found, north or a little east of north, this was a proper manoeuvre and the ship should have cleared the junk by the stern if the latter had held her course. But, according to the evidence of the captain of the ship,

immediately before the impact, the junk wore, thus exposing her starboard side to the bow of the ship, and the junk was struck amidships.

Junk to Blame

In a document, Exhibit "I.E. 2," said to have been prepared on the day after the collision, the statement is made that it was the lookout man who saw the junk wear, but the captain swore that he also saw the junk wear. The plaintiff's witnesses deny that the junk wore immediately before the collision, but the confusion and state of panic on board the junk was, according to their own evidence, so great that I doubt if any of them have a very clear recollection of what took place at the time of collision. Certainly, the evidence of the ship's officers is consistent with other circumstances of the collision as established to my satisfaction and I find that the cause of the collision was the act of the junk in wearing, instead of holding on her course and that, consequently, the plaintiff's junk was to blame.

A further submission was made on behalf of the defendant ship which, in my opinion, is correct. It is provided by sub-section 27 of section 39 of the Merchant Shipping Ordinance, 1899, as follows, "If in any action brought in respect of a collision occurring between sunset and sunrise, in or outside the waters of the Colony, between a junk and any other vessel whatsoever, it is proved that such junk did not carry either the lights prescribed for sailing vessels by the International Collision Regulations, or the lights prescribed for junks by sub-sections (1) or (2) respectively of section 25, then such junk shall be deemed to be in fault, unless it is shown to the satisfaction of the Court that the circumstances of the case made the omission to carry such lights necessary."

Mr. Jenkin, for the ship, argued that inasmuch as the collision took place after sunset and the plaintiff's junk admittedly carried no lights, the principle laid down in the "Fanny M. Carvill" 13 A.C. 445, note, applied, and the onus was thrown on the plaintiff of showing that under no possibility could the failure to carry lights have contributed to the collision. Mr. Alabaster, who appeared for the plaintiff, submitted that inasmuch as section 419 (4) of the Merchant Shipping Act, 1894, which provides that a ship is in a case of collision where any of the collision regulations have been infringed by that ship, had been repealed by section 4 of the Maritime Conventions Act, 1911, and inasmuch as that Act under section 9 (1) thereof extends to this Colony, sub-section 27 of section 39 of the Merchant Shipping Ordinance, 1899, must be taken to have been implicitly repealed, because section 419 (4) of the Merchant Shipping Act, 1894, covers the provisions of that sub-section.

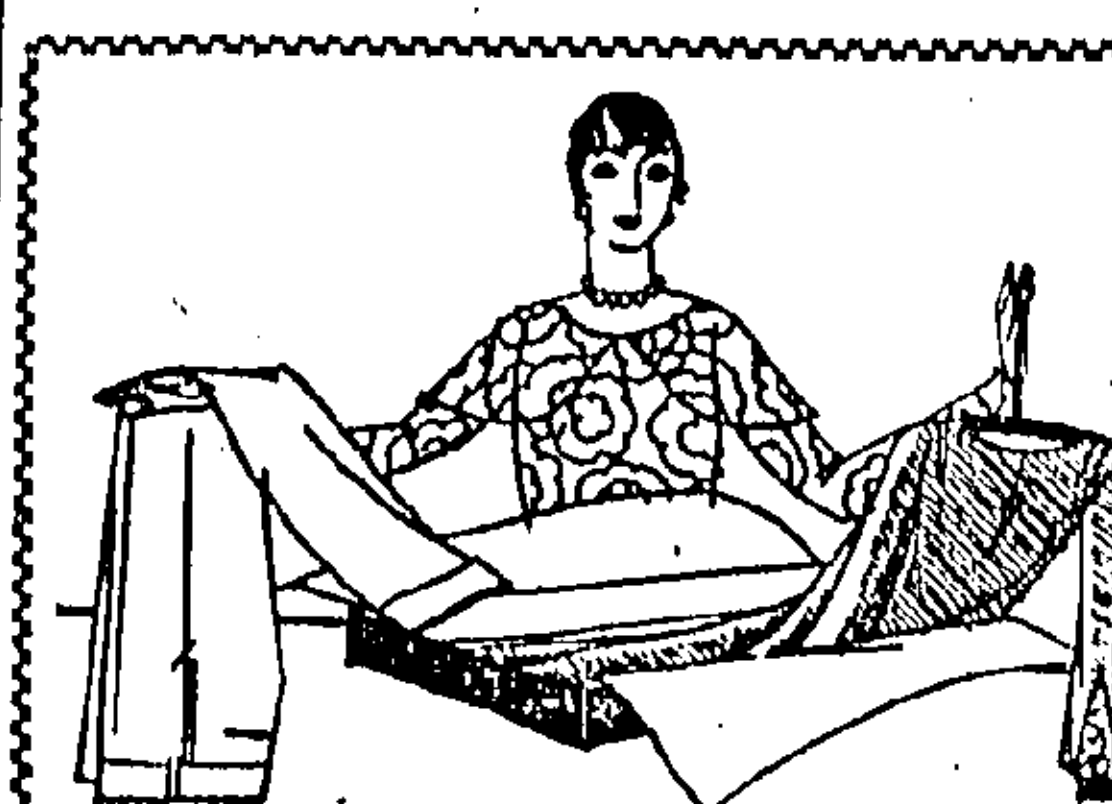
No Grounds For Repeal

But I see no grounds for any repeal by implication so far as section 39 (27) extends to the waters of the Colony, for the Colonial Legislature has power to legislate within the limits of the Colony. Insofar, therefore, as section 39 (27) of the Merchant Shipping Ordinance, 1899, applies to the waters of the Colony, I am of opinion that its provisions are still in operation and that if in any action brought in respect of a collision within the waters of the Colony it is shown that a junk did not carry the prescribed lights, the principle laid down in the "Fanny M. Carvill" is still applicable.

In connection with this point it is interesting to observe that at P. 66 (note Y) of "Maraden on Collisions" (8th edition) the opinion is expressed that the Maritime Conventions Act, 1911, has not repealed the provisions of section 8 of the Solent Navigation Act, 1881 (local) which is to the effect that a ship infringing any regulation made under the act shall be deemed to be in default, unless it is shown to the satisfaction of the Court that the infringement was necessary.

On both the grounds above stated, I find for the defendant ship and this action must be dismissed with costs.

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ART OF THE DANCE

Valuable Advice by Two Famous Experts

HONG KONG HANDS PRAISED

In an interview with a *Sunday Herald* representative yesterday, Mr. Albert Barnett, who with his partner, Miss Nora Chilo, originated the modern dance, the Trebla, which they are demonstrating in Hong Kong stated:

"My partner and I are making a very extensive tour of the British Empire trying to arouse the interests of dancers to the fact that the fox-trot is not the only dance. It seems to us such a great pity so much syncopated music is used in our programmes, when there are so many tuneful measures available. Fox-trot after fox-trot is neither good for dancers or dancing. Our present day programmes are far too monotonous for dancing to maintain its popularity as a recreation."

Alluring Tango

"There is a great deal of misconception regarding the tango. One hears that we have not the temperament; we have not the atmosphere; or we have not the bands. This is not really so, all the tango requires is an elementary knowledge of its basic principles. It is a measure that is written in 2/4 time, and the dance rhythm is such that a step can be taken on either whole or half beats followed by a slight pause. The music of this particular dance is most alluring, and a simple tango can easily be mastered in three lessons."

"Waltzes are played very occasionally out East, at home they are almost as popular as the fox-trot. Possibly no rhythm is so distorted as that of the waltz. The characteristic through its many vicissitudes has never altered. It is a rhythm which demands rotations, and the feet to be closed upon the third beat. There are no walking steps in the waltz—no attempt to walk to 3/4 time is impossible—if one desires to harmonise one's movements with its rhythm and time."

Neglected Blues

"Another dance which is very much neglected is the blues. There is fascination in the peculiar lift of blues music, which is founded on the Negro spiritual, that never fails to attract either the musician or the rhythmic dancer. The 'Yale' version of the blues is very quickly mastered, and is well worth a little trouble to acquire."

"London's latest dances is, of course, the 'Six-eight' so named after the time of the music. Of course 6/8 time is every old, but the rhythm of the dance has been changed in rather a clever manner—instead of dancing on single beats, one dances on half bars. Therefore it has produced a slowly moving dance to very quickly played music."

How To Dance The Trebla
"Another dance we hope to popularise during our stay in Hong Kong is the Trebla, a dance of our own invention designed to please those who object to jazz from a musical point of view. The Trebla is done to the rhythm of the mazurka—a beat made famous for its vivacity, refinement and beauty by Chopin. The Trebla consists of seven figures, all interchangeable and standardised. It is graceful,

RADIO
TO-DAY'S PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 855 metres:—

11 a.m.—Church Service relayed from Union Church:—
Voluntary.
Hymn: "For the Beauty of the Earth."
Prayer.
Lord's Prayer.
Hymn: "O Lord, Thou Art My God and King."
The Lesson.
Hymn: "By Cool Siloam's Shady Rill."
Offertory.
Silent Prayer.
Prayer.
Hymn: "Where Cross the Crowded Ways of Life."
Sermon. Preacher: The Rev. E. Dewar of Fatsan.
Hymn: "O For a Heart to Praise My God."
Benediction.
Voluntary.
12 noon to 1 p.m.—Chinese Programme.
9-10.30 p.m.—European Programme of Victor Records.
10.30 p.m.—Close Down.

ART EXHIBITION

Miss E. Keith's Works to Be Shown

A NOTABLE CAREER

A most interesting exhibition of pictures by the distinguished artist, Miss Elizabeth Keith, is announced by Messrs. Komor and Komor, to commence from Tuesday, March 25, in the premises formerly occupied by the Industrial Bank of China, next door to Messrs. Moutrie & Co., in Chater Road.

The exhibition to be open for four days only, from 9 a.m. to 5 p.m., will include colour prints, sketches, and paintings, and is expected to arouse much interest amongst the local artistic community.

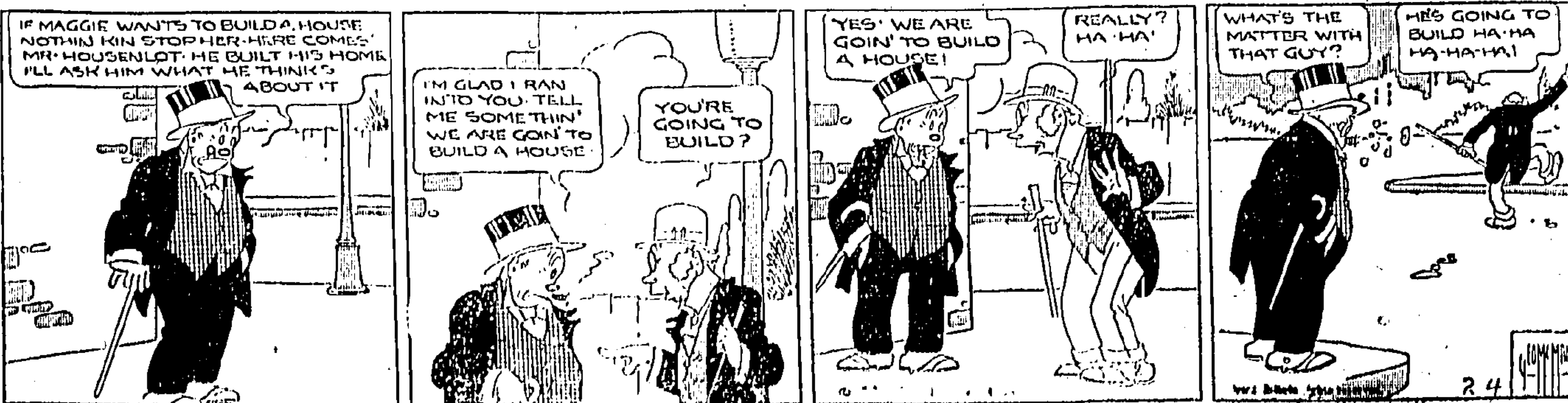
Miss Keith, who is an artist of international repute, has had several of her works purchased for the British Museum, and art galleries in other important centres. She is also well known to readers of such illustrated journals as the London Sphere, the Sketch, and the Studio, where reproductions of her work have appeared.

At her last exhibition in London her work excited the keen interest of Prince Chichibu of Japan, who was amongst the distinguished visitors.

quickly learnt, alluring to perform, interesting to watch, and is more in keeping with the British temperament than many of the dances of Negro origin.

"Few places we have visited have so many facilities for dancing and less have such good bands as those of Hong Kong, that both Miss Chilo and I commend the dancers of this Colony to take full advantage of their good fortune and obtain a knowledge of the latest developments of the oldest Art known to Man."

BRINGING UP FATHER.



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I'M GLAD I RAN INTO YOU. TELL ME SOMETHIN' WE ARE GOIN' TO BUILD A HOUSE

YOU'RE GOING TO BUILD?

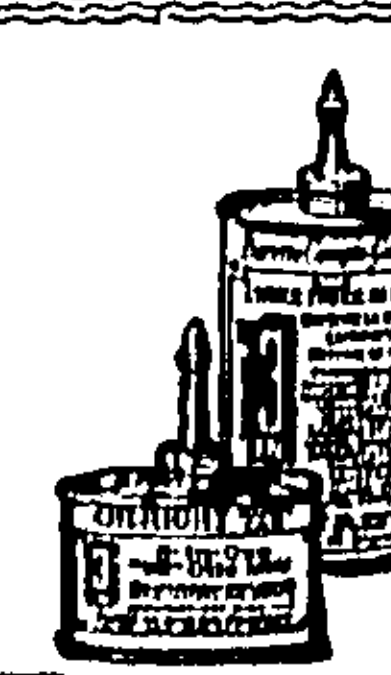
YES WE ARE GOIN' TO BUILD A HOUSE!

REALLY? HA HA!

WHAT'S THE MATTER WITH THAT GUY?

HE'S GOING TO BUILD HA HA HA HA!

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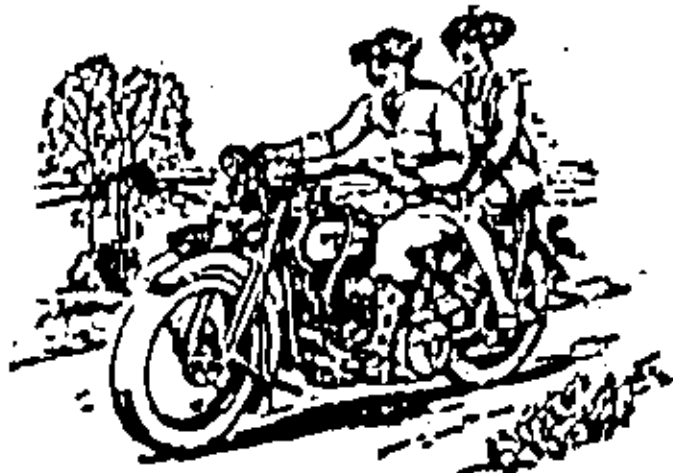
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The CALL of the OPEN ROAD

Hongkong Sunday Herald
MOTORING SECTION
SUNDAY, MARCH 23, 1930.

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SHOCK FOR LADIES

Where Are the Car Victim's Trousers?

Singapore, Feb. 15.
It was the peculiar experience of three young ladies in Collyer Quay recently to be arguing vigorously in a motor-car and the next moment to hear a crash and see an elderly Chinese in the road minus his trousers.

Where the trousers went to is still one of Singapore's unsolved mysteries. The police searched for them in the road, on the young ladies' car, and in the hospital ambulance, but they were nowhere to be found.

There was a sequel to the incident before the Criminal District Judge, Mr. C. H. G. Clarke, yesterday, when the Malay driver of the car was charged with causing grievous hurt by a rash and negligent act. He pleaded not guilty. The Chinese suffered a fractured leg and minor injuries.

The complainant, a coolie living at the 9th mile, Bukit Timah Road, said that on the evening of December 10 last he was going along Collyer Quay when he was knocked down by a motor-car. He heard no horn sounded, and saw no cars and he was about to cross the road when he was hit. He was then removed to hospital in an ambulance. Had he heard a horn he would never have attempted to cross the road.

The Ladies' Evidence
Evidence was given by Miss E. Tredgold, of Nanazle Mansions, Stamford Road. At about 6.20 o'clock on the evening of December 10, she was driving in a car along Collyer Quay with two other girls. She was seated in the front seat beside the accused, while her two friends were seated behind. The car was a private one. She was talking to the girls in the rear and therefore could not say whether she noticed any other traffic on the road at the time; neither did she notice the speed at which the car was travelling.

His Honour: Did you have any sensation of speed?—No, we were engaged in an argument.

Continuing, Miss Tredgold said that they were in front of the Asiatic Petroleum Company's offices when she suddenly heard a crash and the car pulled up in the middle of the road. It was then that she noticed a Chinese who was trying to get up from the road. The man had no trousers on and his right leg was injured. She told the accused to drive her to the Teluk Ayer police station from where she telephoned for the ambulance.

Chief Court Inspector Meredith: If there was no other traffic on the road at the time it would have been easy for the accused to avoid a man who was in the middle of the road?—Yes, I think so.

You don't know at what speed the car was travelling? You were not arguing about the speed?—No, it was about a hockey match. We had been playing hockey that afternoon.

A Careful Driver
Miss D. Foster, of 7, Upper Wilkie Road stated in her evidence that she was one of the two who were seated in the rear of the car. They were talking at the time and did not notice anything until she felt a sudden bump. She then looked out and saw a Chinese fall on the road. The car was not damaged. The accused was her driver and the car which was a Morris Minor belonged to her. Sahamin was not in her employ now as he left of his own accord after the accident. Up to that time he had been a good and satisfactory driver.

Mr. Meredith: It was not a speed merchant?—No, he was a careful driver.

Miss Fairhurst gave similar evidence.

The accused stated that the complainant suddenly darted in front of the car and was knocked down. He immediately pulled up and lifted him to the side of the road. A trolley bus was on the same side of the road and he was watching this when the man was hit.

Mr. Meredith: On your own evidence you were not keeping a proper lookout?—(No reply).

His Honour said that it did not seem to be a case for a heavy penalty and imposed a fine of \$20

MOTOR RACING

Give Saloon Cars a Chance

One of the most interesting features of the regulations issued in connection with the Tourist Trophy race of the Royal Automobile Club, which is to be run on August 23 on the Ards circuit, near Belfast, is that only cars which are actually in production will be eligible. A sufficient number of the chassis model must have been built prior to July 1, 1930, to satisfy the R.A.C. that it is a bona fide commercial vehicle such as anyone could buy.

The officials are thus making a serious attempt to prevent the entry of anything in the nature of a freak chassis or indeed a chassis specially constructed for the event. In view of the fact that no manufacturer support is now given to races where other than production chassis are allowed the R.A.C. have taken a very wise course.

But I wonder whether they are right in banning closed cars altogether. The saloon is now easily the most popular type of car, and I think the entry of saloon models should have been encouraged. In fact they might have been given a handicap, in spite of the contention of some race drivers that closed cars are nothing but a nuisance in a race.

Appealing to the Amateur
I expect there will be quite a good entry for the Ulster event even if there should be less manufacturer support. After all the race appeals to the amateur driver who is sufficiently wealthy to be able to bear the expense.

Some time ago a report appeared in a London newspaper to the effect that an M.G. car would compete, and as Sir William Morris is the head of the M.G. Car Company it was suggested that he was pursuing a new policy in the matter of racing. But the M.G. has been entered by a private owner and Sir William Morris probably is of opinion that competing in racing events is not justified on the score of expenditure, a view which is shared by the majority of manufacturers in all parts of the world and not only those in Great Britain.

This opposition to racing on the part of the car makers makes me wonder whether there is any real justification for the speedway it is proposed to build somewhere along the shores of the Wash. No doubt the scheme is backed by Local Authorities, who see in it a possible source of revenue, and by a few millionaire racing car owners, but I have not yet heard of the motor industry taking any great interest in it, or of the manufacturers showing any great enthusiasm for it.

The scheme will cost a lot of money, and I doubt whether it could ever be a financial success. Even Brooklands does not attract very big crowds nowadays. And besides, unless there are a great many millionaire racing car owners it is difficult to see where the competition is to come from unless of course it is intended to stage only attempts on speed records, and they are apt to be thoroughly dull affairs.

Competition in Scotland
So far as competitions in Scotland are concerned the motor cycle manufacturers have been given a free hand by their national organization. There should, therefore, be more support for the Scottish Six Days Reliability Trial, the Scottish Speed Championships, and other events run by clubs north of the Border.

The Scottish Auto-Cycle Union ought to make a big effort this year to attract more entries for these events. If the guarantee of sufficient publicity were forthcoming I have no doubt that the manufacturers would be willing to compete in larger numbers.

The trial of the Auto-Cycle Union for what are called "utility" motor cycle has been postponed until September. Naturally some people are beginning to ask, Where are the utility machines?

—A Motoring Correspondent in the Evening Dispatch.

or one month in default. The fine was ordered to be paid to the complainant who is still an inmate of the hospital.—*Strath Times*.



FOR five thousand years or more consumers, again and again, have been "stung." Every living person everywhere is the offspring of ancestors every one of whom, for hundreds of generations, has been fooled, deluded, cheated, robbed, by the wiles of sellers. It may or may not be true that most people are marons, with the intelligence of a ten year old child, but it is certain that most people have a wonderful capacity, developed in sheer self-defence for generations, for protecting their pocketbooks.

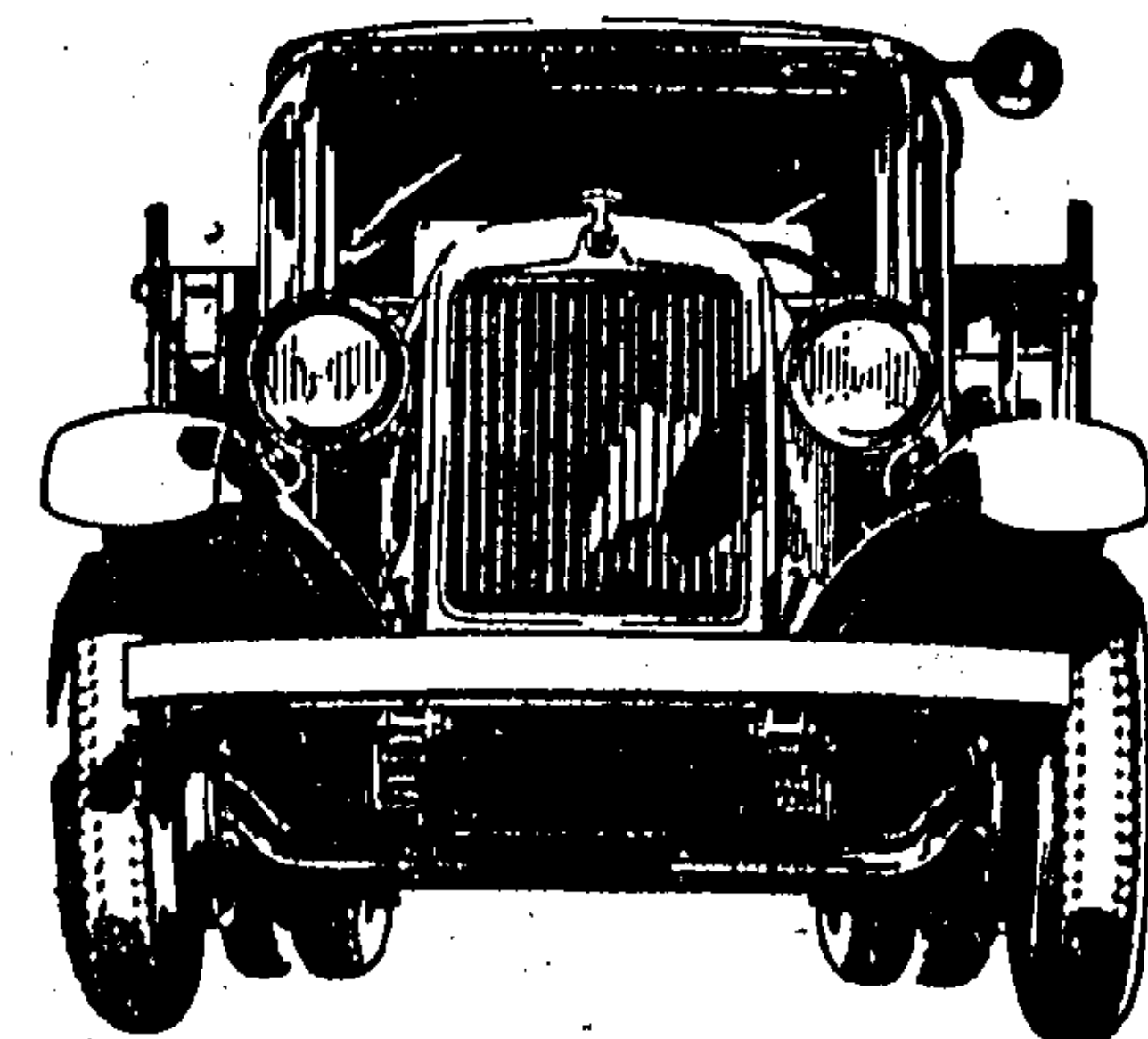
We know perfectly well that no stranger will believe a word of what we say about the remarkable quality of the NEW MOBILOIL unless and until we prove it. We also know that no motorcar owner will believe that the NEW MOBILOIL is the most efficient and economical motorcar engine lubricant yet produced.

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Likewise, the proof of the quality, efficiency and economy of the NEW MOBILOIL is in a practical test. Please test the particular grade recommended for the lubrication of your motorcar engine; but first drain off the old oil while the engine is hot.

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IN CITY STREETS

Dangers of Driving a Motor Car

[By "Timidity"]

Once upon a time (this is not a fairy tale, in spite of the beginning), I bought a motor car. When I bought it I had an idea, born of observation, that my transportation troubles were at an end. I had seen motor cars sailing innocently along the streets while I waited for plebeian tram cars, and I had envied their owners. I had scuttled, alarmed, from the imperious hoot of aristocratic limousines, and the quite as imperative warning of "livers," and I had acquired a consuming ambition to be one with those god-like beings who dispensed with common transport and owned cars.

Omit the scheming finance which enabled me to achieve this ambition. Forget the eagerness with which I inspected all the cars which might be bought for a small deposit; forget the promissory notes which had to be met monthly. Suffice it to say that I bought a car. With the car I have no quarrel. As a car it serves every purpose for which it was manufactured. In fact, I might even say that it justifies the enthusiasm of the salesman, as far as such enthusiasm may be justified. Nevertheless, I was not happy, and, although my early unhappiness might be attributable to diffidence in driving and to the knowledge that my car was a mysterious something which went but might not always remain in becoming servitude, I am still unhappy. I think that I have now lost my early fear of the mysteries under the bonnet, and that I have reasonable control of

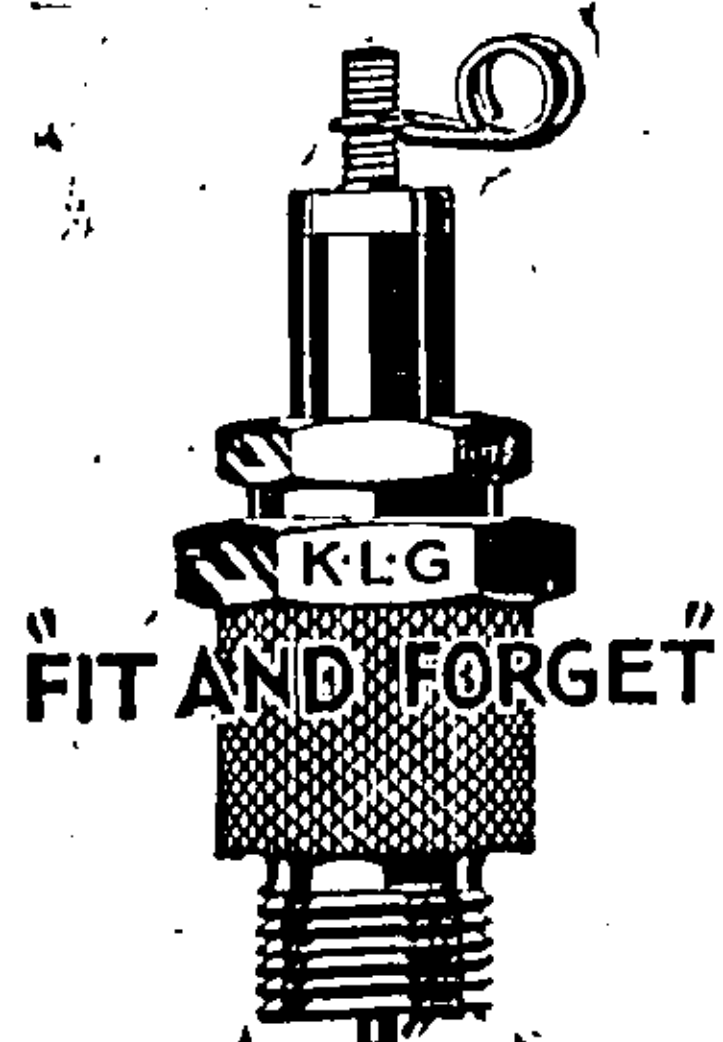
the machine under all normal conditions. Nevertheless I still venture on driving in fear and trepidation. There are others on the road. That should not really perturb a driver, but those others are so terribly diverse. One can generally sense the new driver. He turns into streets so very slowly, being so careful about the process that he forgets to signal until he has commenced to turn. The driver of some months' standing forgets his novitiate of early caution, and, secure in the knowledge that he has not had an accident, bows along serenely at his own sweet will. He also is recognizable, and may be allowed for.

The cause of my dominating fear, however, is the tram driver. Pursuing his calm, unruffled way, he swings corners without warning, crosses intersections at terrifying speeds, stops without notice, and shows the greatest impatience if his progress is impeded. Often I feel sorry for him. Ringing his bell, he commences to round a corner, only to find that a motor car has not heard his signal. More often, however, the signal is not given and the motor car must stop, and stop suddenly. Without the slightest indication of intention a tramcar stops. Probably there is an excellent reason for stopping; there may be an accident to be averted but the unfortunate motor car travelling behind has no warning, and may crash into the tram.

From the motorists' point of view trams spoil the roads; motorists privately might consider their existence extremely wholesome for the community; the general public needs mass transport of some kind; but no motorist can see any reason why trams should not conform to the rules of the road. They must, of course, keep to the middle of the road, but there is no reason why a warning should not be sounded at each intersection. Some drivers do sound a bell frequently, but others, unfortunately, do not. When turning into a street carrying a tramline, the motorist must, after observing all precautions for ordinary traffic, make sure that no tram is near. If there is, in spite of all rules about precedence for traffic on the right, he must wait for the tram to pass, for trams very rarely wait for other traffic. Even the warning bell of the trams might be improved. It does not carry very far in the din of modern traffic, and could, possibly, be replaced by an electric horn.

I shall probably continue to drive a car, in spite of fear and trepidation, and hope to be as successful in avoiding tramcars as before. Notwithstanding the dubious enjoyment of negotiating tram-used intersections, and the satisfaction of arriving home nightly unscathed, I would be much happier generally if tramcars behaved only approximately like other road users, and so, I think, would most other metropolitan motorists.

K.L.G. SPARKING PLUGS

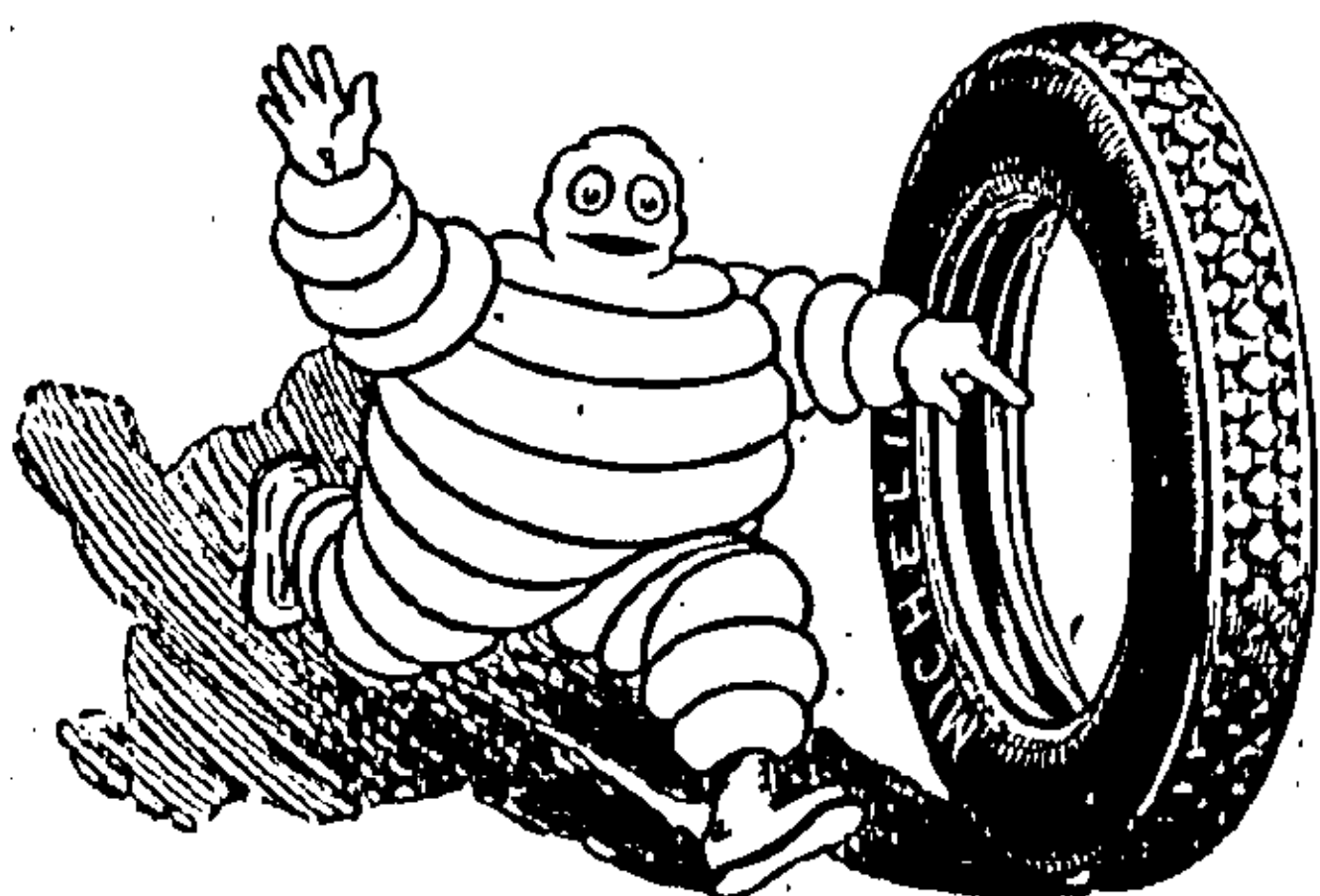


THERE'S A TYPE TO SUIT YOUR ENGINE

Distributors:
AUTO PALACE CO., LTD.,
484 AVENUE JOFFRE,
SHANGHAI

MICHELIN

FOR NON SKIDDING AND DURABILITY



A. GOEKE & CO., DISTRIBUTORS.
China Building (4th Floor), Tel. C. 2221.
FIAT GARAGE DEPOT.
67, Des Voeux Road C. Tel. C. 4821.

DEALERS' VIEWS

The Dynamic New Erskine

To say that the Dynamic New Erskine is being enthusiastically received throughout the world is expressing it mildly. I want you to read the unsolicited comments of four of our largest dealers on the New Erskine:

H. S. Hongsberg & Co., Shanghai, China, newly appointed dealers, formerly Buick, Cadillac, and General Motors truck distributors, called us:—

"Erskines arrived. Beautiful job. Very much impressed. Adams, Limited, Christchurch, New Zealand, one of the oldest and largest Studebaker dealers in the world, called us:—

"Beautiful Masterpiece. Additional order February twenty Erskine regular Sedans. Total thirty-five cars. Rush production." Mr. Fris Hansen and Mr. Otto Brunn, partners in the C. Fris Hansen & Co., Studebaker dealers for all of Denmark, are now at the factory. Mr. Brunn, Sales Manager of the Company, said:—

"I have seen and driven the new Erskine on the road and on the proving ground. It is a big car for the money; it has a wonderful motor, and the long wheelbase and long springs give wonderful riding qualities. It seems that the car has the best pick-up of any I have ever driven. We will outsell all competition with this car."

Mr. Fris Hansen's statement was:—

"It was very interesting for me to see the New York Automobile Show. On the occasion I saw the new Erskine for the first time, and I must say I was more than pleased to see that fine, well constructed car of finest quality. I am sure that we, in Denmark, for the coming year will be able to increase our sales 60 per cent. with the new Erskine. After seeing the new Erskine, I placed an order for 50 of them for immediate shipment."

Henlys Limited, Britain's largest automobile distributor, has recently been granted the Studebaker-Erskine franchise for Britain, Ireland, Scotland and Channel Islands. Their cable of January 17 read as follows:—

"New model Erskine just arrived. Congratulate you on appearance and performance."

Dealers in all overseas markets who have received the new Erskine agree that the factory has given them the car which they have been asking for. These new cars will sell. They cannot be compared with the former Erskine in any way. They are dynamic in design, engineering and performance, and by the sum and effect of these—dynamic in value.

COACHWORK

The Influence of Conservatism

To the student of automobile technique, who naturally makes it his hobby or his business to watch the cause and effect of the leading tendencies, that grouped together are the material proof of progress, nothing should have been more interesting than to mark the way in which during recent years appearance has become an increasingly important element in motor car design. In point of fact, there never was a time when good looks were a negligible quantity. The pioneer designers were well aware of the value that the public would attach to them, and clearly showed this fact in a great many instances by constructing their vehicles, in external matters, so that they conformed as nearly as possible to horse-drawn traditions. Unhappily, their ideals never came within reach of realisation. Engines were refractory to those early days, and transmission systems far from reliable; hence it came about that appearance often had to be sacrificed to accessibility. This in course of time became a tradition in itself. Thus even today car designers put their engines under a bonnet, the main purpose of which is to allow the machinery to be easily got at. The bonnet idea has become one of the fixed stars in the automobile firmament, and it will probably remain so until some big car manufacturer, working on a really handsome scale, elects to break away from convention and entirely rearrange the organs and seating accommodation of the vehicle as a whole.

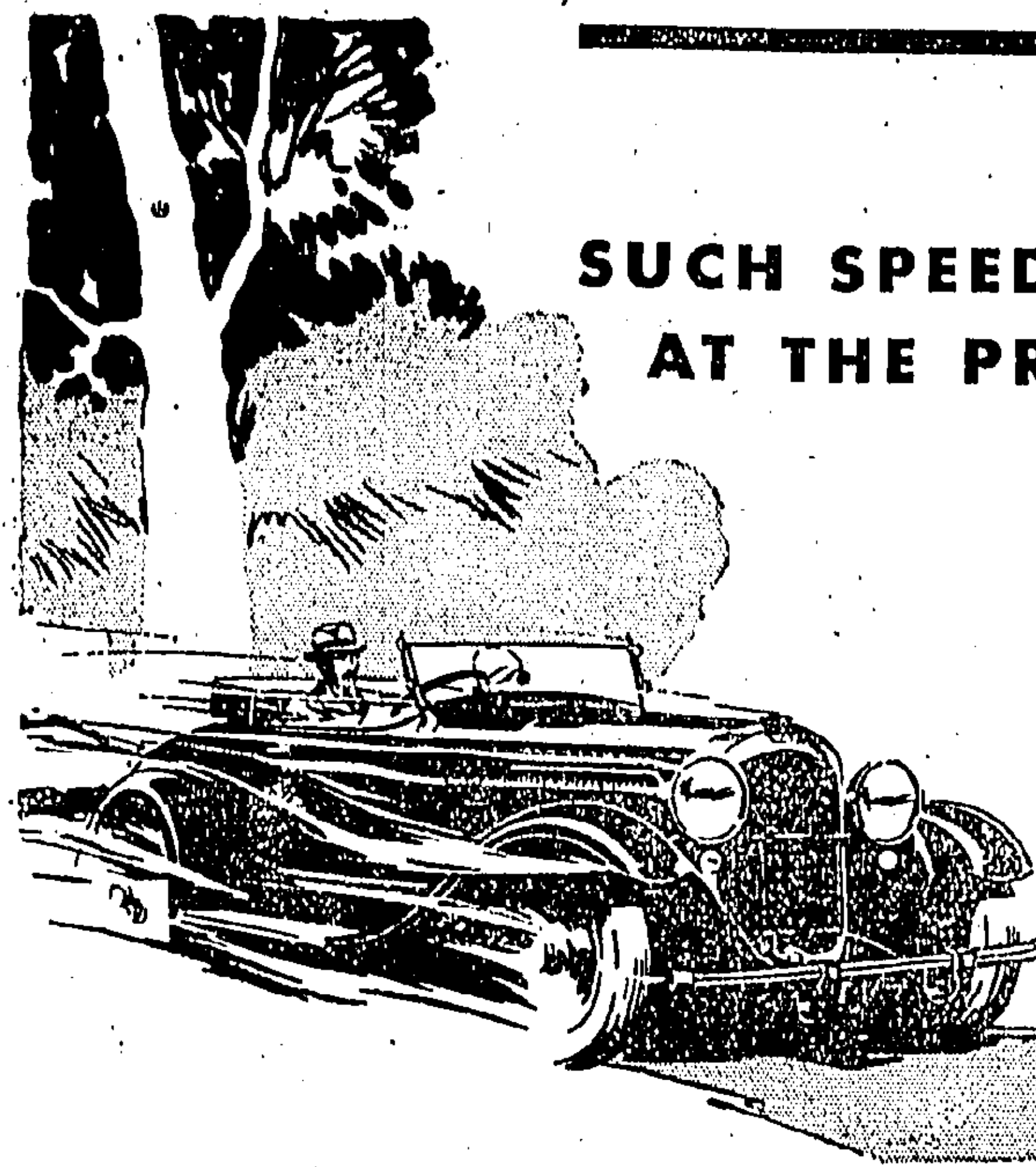
The motor car comes into the same class with the ocean liner and the locomotive. This is to say, such beauty as it possesses is essentially intrinsic. It appeals to the eye by reason of its lines. Everybody must have noted how in recent years a number of designers have raised the height of their bonnets and added sloping luggage trunks to the rear of their cars. To a very great extent their actions are utilitarian, but it cannot be denied that they constitute proof that the automobile engineer, having disposed of most of his technical troubles, is now instinctively groping after intrinsic beauty.

There are two main reasons why appearance in our road vehicles is becoming of paramount importance.

One is that when we survey our possessions we want them to please the eye, and the other is because when we are abroad in them we want them to please the eyes of other people. So much so indeed is it the case that today it is no exaggeration to say that many cars sell upon their appearance. Their performance is almost taken for granted. In presenting an attractive line some manufacturers have, of course, made full use of the effects of colour schemes. If a car looks more pleasing in two colours than in one, then certainly it should have two colours. Ultimately this matter of appearance may take precedence of all other items in the specification of a car, and that in these circumstances it will lead to drastic changes in chassis design, as the coachbuilder will say to the motor engineer, "This is how the complete vehicle is going to look, and you must fit the components of the chassis into it as best you can." At present the coachbuilder is given the chassis upon which he has got to do his best to mount something beautiful. There are distinct limits to what he can achieve in this direction, and the more enterprising of his craft are beginning to see that this is the case. Developments in appearance are taking place more rapidly than they did owing to force of competition, but it is certain that to some extent they will be held back by prejudice or conservatism of many car owners who may think that a vehicle which savours of streamline form in its external shape, is a little too closely related to the racer to be entirely respectable. But that phase will pass in course of time when it is realised that the low-built, good-looking, fish-shaped car is not only safer, but cheaper to run.

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The 1930 WILLYS SIX

OVER 70 MILES PER HOUR 65 HORSEPOWER

In the new Willys Six, Willys-Overland has designed a car that in beauty and performance excels all others in its price class.

New bodies, new colour harmonies, new upholstery fabrics, make the new Willys Six a most desirable purchase.

Its engine is the fastest, most powerful and highest compression motor ever incorporated in such a low-priced car. Rubber-insulated against vibrations, it assures over 70 miles an hour, easily sustained—over 45 miles an hour in second gear for flashing acceleration—amazing hill-climbing ability.

The operating economy of the new Willys Six is exceptionally low at the modern cruising speeds of 35 to 45 miles per hour.

The nearest Willys-Overland dealer will be glad to demonstrate this remarkable new car.

LOWER COST OF OPERATION

Sole Distributors for Hong Kong & S. China:

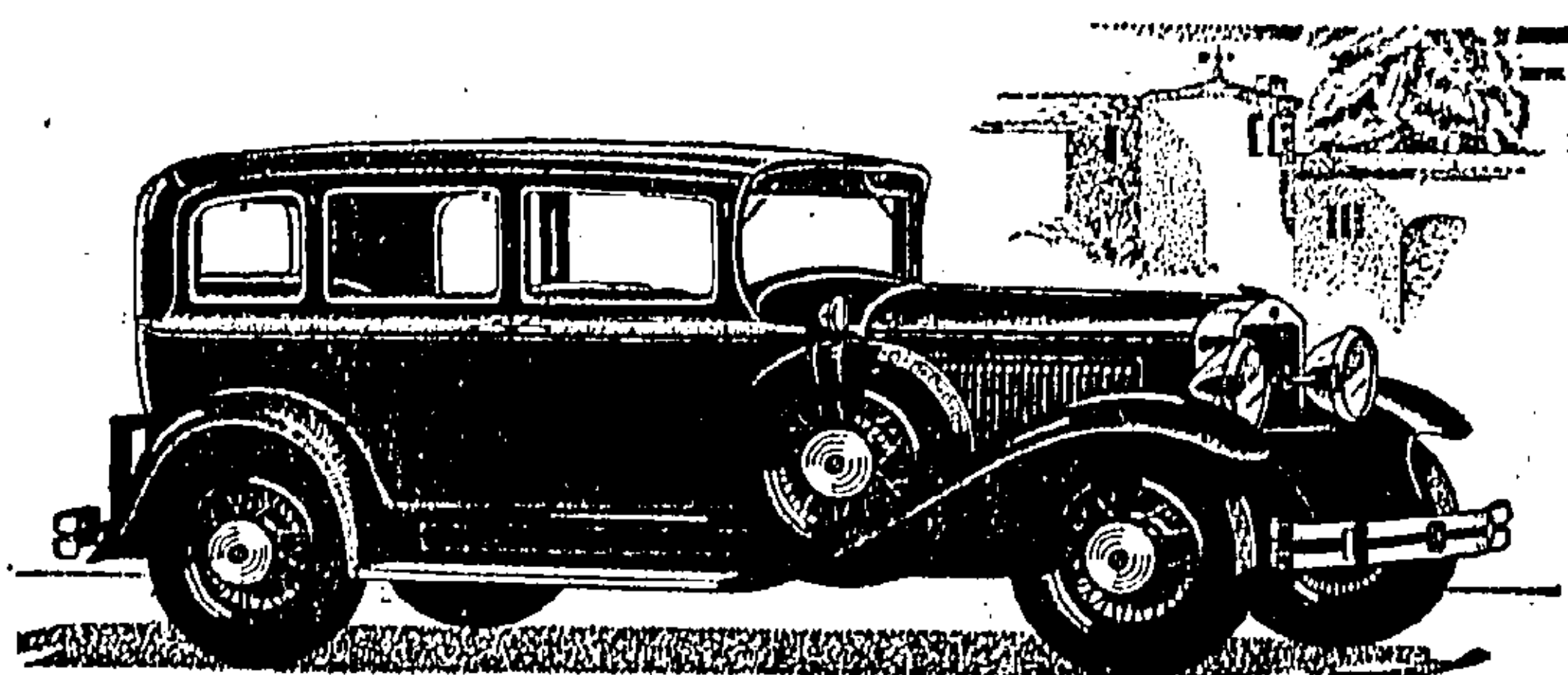
GILMAN & CO., LTD.
4A, Des Voeux Road, C.

Service Station Garage:

DURO MOTOR CO., LTD.
132, Nathan Road, Kowloon.

WILLYS-OVERLAND FINE MOTOR CARS

STUDEBAKER'S NEWEST EIGHTS ARE SEASONED EIGHTS ---

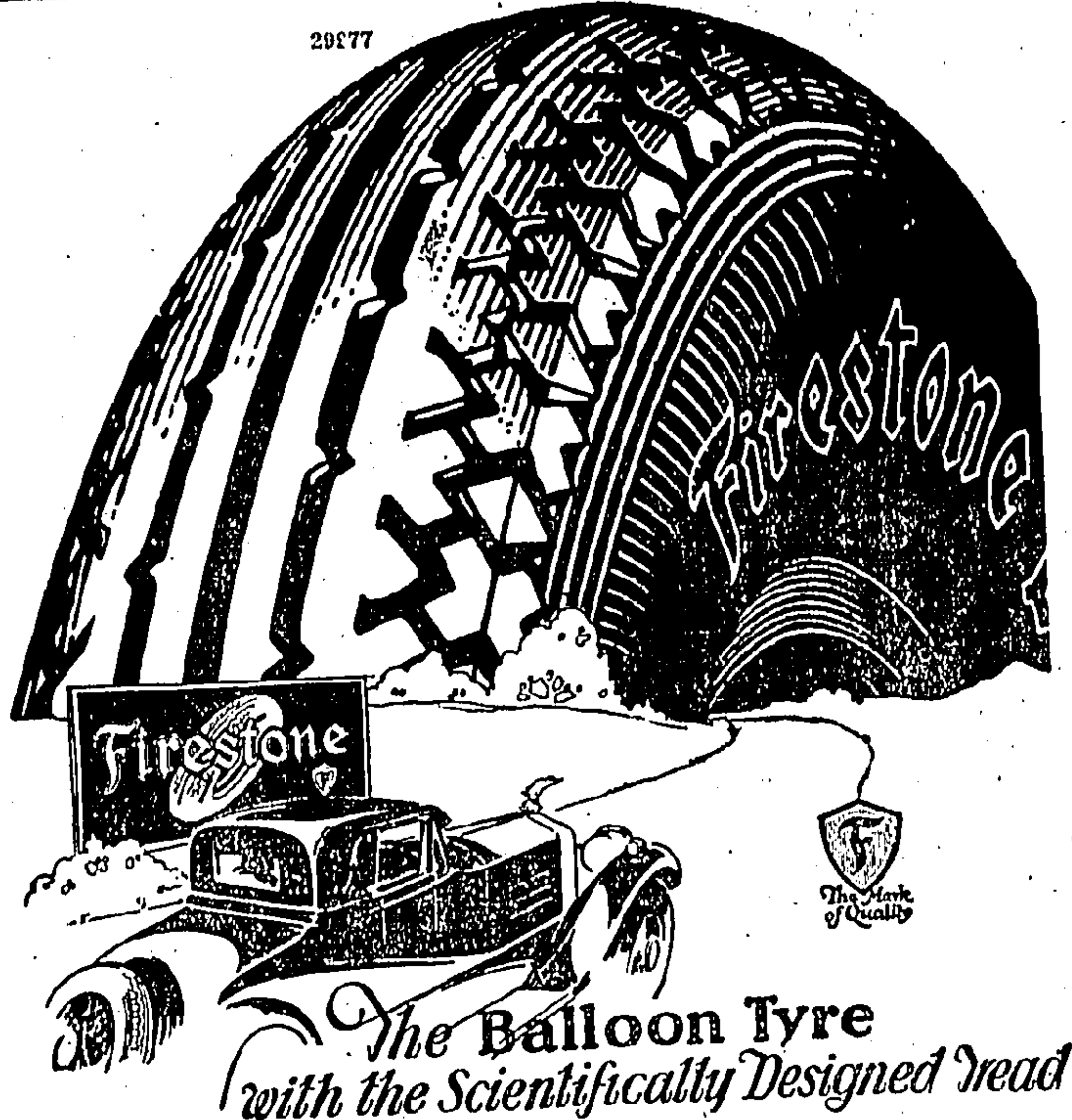


EIGHT-CYLINDER performance has won favour everywhere. Buyers insistence on eight-cylinder power and smoothness has hurried more than 20 car makers to introduce new eights at recent International Motor Shows.

Three years ago Studebaker pioneered economical eights at the price of sixes. The brilliant performance of President, Commander and Dictator Eights has won for Studebaker more official records than any other car. The accomplishments include the unrivalled world record of 30,000 miles at more than 68 miles per hour. Studebaker—world's leading builder of eights—offers you improved new models. Each is backed by 78 years manufacturing experience.

Prices range from H.K.\$5,155 to H.K.\$8,855.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.



Firestone has shown the motoring world that Balloon Tyres, scientifically designed for low air pressure, are giving more mileage than car owners ever before received. To add extra strength for the flexing strain of Balloon Tyres, and also insulate every strand of cord with rubber Firestone dips the cords of the carcass in a rubber solution. Moreover the Firestone Balloon Tread is designed to provide extra rubber right where the weight and wear are greatest. In addition to non-skid safety. Come in and let us tell you about Firestone quality and the helpful service we are providing in this locality.

MOST MILES PER DOLLAR.

Firestone
GUM-DIPPED BALLOON TYRES.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

FISK CORD

Circles Earth Many Times

Four and one quarter million miles of high grade cord, or enough to encircle the globe 170 times at the equator is produced annually in the Fisk Tyre Fabric Company to supply the cord necessary for the All-Cord Process used in manufacturing Fisk tyres, according to some enquiring person in the Fisk factory who is evidently a hound for figures. It was stated by Mr. M. H. Large, Manager of the Duro Garage, Fisk tyre dealers—

"Average yearly production of Fisk Cord totals 22,405,000,000 feet, or, stated in terms of miles, it amounts to 4,243,407 miles, enough for a boy to fly a kite eighteen times as high as the moon, if such a thing were possible."

"This tremendous amount of cord," continued Mr. Large, "spun from carefully selected long fibre cotton, is used yearly in the famous Fisk All-Cord process which has been developed by Fisk engineers, and is used in the construction of all that company's tyres. In the All-Cord Process, each cord lies equidistant and in absolute parallel alignment to its neighbour under equal tension, thoroughly surrounded by an even insulation of scientifically compounded rubber. No cross threads bind the cords together, therefore, there is no chafing to weaken the long cords which are the backbone of the tyre carcass. Every cord being under equal tension, and entirely surrounded by rubber, eliminates undue strain on individual cords, and cord chafing when the carcass is flexed. The All-Cord Process eliminates internal friction, reduces rolling resistance, and increases gasoline mileage.

RAGING TRAFFIC

Determined Drive in Tokio

Miles W. Vaughn, Special Correspondent, United Press, writes:—Police have started a determined drive to control Tokio's amazing traffic situation. The streets of Japan's capital pro-

bably are the most difficult in the world for motorcar drivers and traffic accidents have increased to an alarming extent. American automobiles largely are responsible for the trouble.

Henry Ford started an assembling plant near Yokohama some four years ago and soon was followed by General Motors, with a big plant near Osaka. The two organizations made possible what many Japanese consider the worst pest of modern life in their cities—the "One Yen Taxi," or "Yentaku," as they are called by Japanese.

The partial payment plan of the American concerns encouraged thousands of young Japanese from the country to emigrate to the cities to enter the taxi business. With cheap American cars scores of small operators set up one yen taxi concerns, loosening on the streets a flood of small machines which will haul a passenger anywhere within the city confines for one yen, or 50 cents gold.

The streets already were crowded with bicycles—there are more than half a million in Tokio alone—push carts, hand carts, horse drawn wagons, rikshas, and foot traffic. When automobiles were added to the stream it became literally a raging torrent. In addition both Tokio and Yokohama have been widening and paving the majority of their streets as part of the reconstruction programme following the great earthquake. Streets are blocked in many places and they change their course from month to month with bewildering results.

The big bridges—there are hundreds of bridges over the canals and rivers of Tokio—present strange traffic streams which can hardly be equalled, even by the traffic streams through the great city gates of Peking. Carts and wagons drawn by oxen and cows, by horses and by men, compete with motorcycles, automobiles, motor trucks, tractors and cargo carriers who carry burdens on their backs. Big electric street cars and the electric interurban trains at places plough through the tangled mass followed by great motor buses which ply to and fro in all the district of the city and between many country villages.

To cope with the situation police have tightened the regulations for issuing motor driving licences, established stop and go electric signals at most busy intersections and are attempting to educate the people to walk on sidewalks or at least on the sides of the streets. The principal thoroughfares of the

COMFORT FIRST

Choose Your Accessories Wisely

Certain accessories, if wisely chosen, greatly add to the comfort of the driver and passengers. One notices cars fitted with luggage trunks from which it is difficult to remove the suit-cases, owing to the position of the spare wheel. This difficulty can easily be avoided, as there is a fitting that permits the spare wheel to swing out of the way when it is necessary to open the trunk.

Passengers seated in the rear compartment usually require head cushions and foot-stools if they are to be truly at ease on long runs. Narrow foot-rests are not sufficient support, yet one sees these in many vehicles. Head cushions should be hung by loops in the corners of a saloon and adjusted to support the nape of the neck and head of the user. Loose cushions are not much use, as every time the traveller shifts position the support drops out of place. In opening touring cars an air cushion form of holster may be hung by straps on the rear squab in a suitable position to support the neck. This not only gives added comfort, but is also an antidote to back draught.

With all the progress made to render road touring easy, it is extraordinary how uncomfortable passengers can be made for want of a little thought. Badly adjusted seats, wrongly poised cushions, and a careless driver spoil many runs which might otherwise have been a pleasure. A driver who suddenly accelerates, takes corners too fast, and puts on the brakes fiercely, throws his passengers about to such an extent that it is with difficulty they retain their seats.

On such occasions the foot-stool is their anchor of safety coupled with arm-slings, if such are provided. Every driver should take a long tour as a rear seat passenger in order to learn what to avoid in his style of driving and the accessories necessary to provide his passengers with comfort.

city now have sidewalks and are paved. Sides streets and alleys in the older parts of the capital, however, are much as they were hundreds of years ago.

INFANTRY AWHEEL

Motorisation of U.S. Army Under Test

Motorisation of infantry is being effected generally at this time in the armies of the world and the United States Army is at present conducting its first experiment along this line at Camp Eustis, Lee Hall, Va. It is the 34th Infantry that no longer has to hike with the slow military tread, riding instead in a fleet of fifty-six Chevrolet passenger cars and trucks. Extensive manoeuvres which have been conducted since last August have proved so successful that indications point to complete motorisation of the army within the next few years.

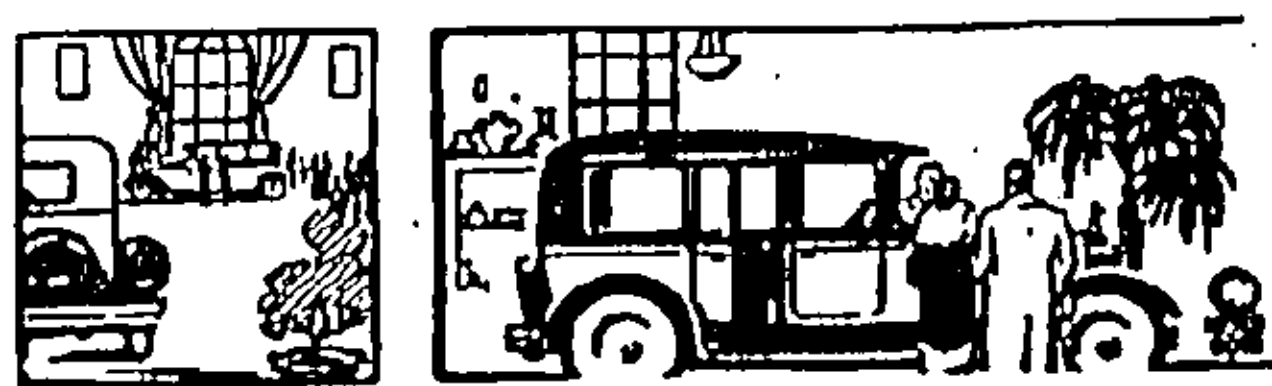
Formerly an army on the march considered two miles an hour a good average. The Camp Eustis experiments with the Chevrolet caravan has shown that it is possible to move a regiment with all its necessary supplies at an average speed of fifteen miles an hour. Another advantage that has been discovered is that cross-country travel has been found practical anywhere the ground is hard. A tractor, included in the equipment, carries a lead horse for emergency purposes.

To-day several regiments of British troops are being moved by motor-cars. Through the British and American experiments it has been definitely learned that completely motorised units can transport 800 men eight times more swiftly than they can travel afoot.

Aside from the slow speed of animals there is the added inefficiency of mules and horses carrying heavy loads of food for the other animals and themselves. One truck can carry 900 gallons of gasoline, an adequate reserve supply for the entire motor forces. Included in the present equipment of the Camp Eustis unit are 18 Chevrolet touring cars, 15 standard one and a half ton Chevrolet trucks, 14 Chevrolet trucks modified with two additional wheels in the rear, and nine Chevrolet pick up trucks.

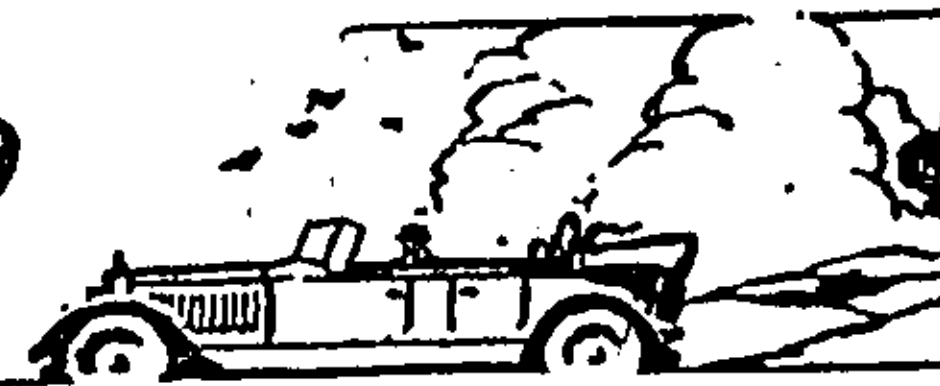
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MOTOR NEWS

From Road & Showroom.



A German Invention

An engineer in Germany has invented a small car which can be taken apart without any trouble and stored away in a closet. It can be put together again in five minutes. The body is canvas and can be rolled up. The machine is capable of 40 miles an hour.

A Tyre Hint

What would you do if you discovered a tack or nail embedded in a tyre and were about to park the car for some length of time? Would you remove the obstruction and run the risk of letting the tyre go flat or would you trust to luck and do nothing further until you returned to the car?

One car owner who was faced with this problem resorted to neither extreme. As a result he made a mark on the side of the tyre on a line with the nail. Then he moved the car ahead until the mark showed that the affected part of the tyre was in direct contact with the street.

He judged that the weight of the car on the point of the tyre where a leak might be expected would serve to seal it and prevent loss of air.

A Fast Trip

Some little time ago Mr. V. Burdett, who is well-known as a skilful motorist, made a particularly fast trip between Fremantle and Kalgoorlie, a distance of 386 miles. The following account of the trip has been received from the Winterbottom Motor Co.:—"Mr. Burdett made a very quick trip in his Dodge six sedan on Sunday, January 5. He left Fremantle at 10 o'clock in the morning, accompanied by Mr. A. Ford, of the Lake View and Star gold mine, and arrived in Kalgoorlie at 10 o'clock the same evening. Mr. Burdett drove the car all the way with an actual driving time of 10 hours. He had no punctures or trouble of any kind. Although the temperature was 103 degrees in the shade, he maintained an average speed of 30 m.p.h., with a petrol consumption of 18 m.p.g., and only two cups of water were used on the trip. The oil level remained the same throughout the journey. Mr. Burdett claims that it is the finest run he has ever had."

Engine Overheating

Engine overheating may be caused by loose fan belt, too rich a gas mixture, low oil supply, or leaky radiator.

When Lubricating

When lubricating brake mechanism, don't forget that the most inaccessible parts usually need attention most.

Trouble in Starting

After a car has stood unused for some time it frequently happens that the motor will not start. The trouble may be due to evaporation of the fuel, leaving a fuel that will not vaporise. Try priming all cylinders with fresh fuel. This can be accomplished either through priming cups, or, if the car is not equipped with priming cups, through spark plug holes. Occasionally the pistons will stick to cylinder walls due to rust. If such is the case, a small quantity of kerosene, or light penetrating oil, should be poured into each cylinder. After the motor loosens up, it is advisable to introduce a couple of tablespoons of lubricating oil into each cylinder, to avoid damage to cylinder walls from lack of lubrication.

Battery Wear

A battery that seems to be using water at too high a rate is more than cause for complaint on the part of the owner. It is evidence of trouble.

Unusual or irregular water consumption is just as much a trouble tip as excessive fuel consumption. Among other things it may be evidence of a leaky cell. This is usually the case if a great deal of water is needed in one cell while the others require additions only at the usual intervals.

Unusual water consumption that shows up with fair regularity in each of the three cells is likely to indicate too high a generator charging rate. This may not be due to the generator charging any higher than other cars of the same make and model but rather to the fact that the owner makes long trips at too moderate a speed with a minimum of starter use.

Motor Cycle Licences

Twenty M.P.'s, representing the three political parties decided, at a meeting in the House, that no case has been made out for raising the minimum age-limit for motor-cycle licences.

The Charging Rate

Not many motorists know that if the generator charging rate is increased, in order to meet some special need for a greater supply of current, the car should not be taken on a long trip and driven fast.

If this rule is not observed, the generator is likely to be damaged. Increases in the charging rate are for the purpose of compensating for excessive current drain, as, when the car is run short distances, with many stops and frequent cranking. Adjusted for this sort of thing, any fast driving naturally raises the generator output far beyond any possible need, and trouble results.

Changes in the charging rate are accomplished through altering the position of the third brush. Since this brush wastes the excess output, a speed inappropriate for the setting is certain to cause trouble.

Brake Noises

Motorists continue to gather information as to the reason why brakes squeak, especially the internal expanding type. Here is the latest:

It has been discovered that frequently a brake shoe will engage with the drum at one end first. If the lining at this end is cut off sharply naturally there will be a tendency to vibrate which, in turn, results in noise.

The moulded lines for brake shoes are rapidly taking the place of the ordinary woven kind but even these have to be filed at the ends, especially when used on the self-energising shoes. Filing down the edge that first comes in contact with the drum provides for a much better engagement.

It is not so easy to file or cut down the edge of a liner of woven material but a little time and energy spent in this connection will prove profitable.

Cost of Traffic Commissioners

The cost of traffic commissioners and their staffs to be set up under the Road Traffic Bill is estimated at £165,000 a year.

The Carburettor

Almost every case of lack of power is accompanied by the owner's questioning the efficiency of the carburettor. He appreciates that this is a delicate instrument and that there is a good chance of the unit being the cause of the engine trouble, but usually hesitates to tear down the carburettor.

How can he prove that the carburettor may have something to do with the situation?

One way is to run to extremes of carburettor adjustment. This is simple enough with most carburettors and the owner need tamper only with the high speed adjustment. He should try the mixture very rich and then very lean, noting if there is marked improvement, or the opposite, in operation.

If the engine remains about the same or is only the worse for the experiment, the carburettor can be absolved.

A Ford Performance

The record of 10 hours 58 minutes from Sydney to Bourke was broken on Wednesday, November 27, by a sport model new Ford. Due to a defect in an extra petrol tank temporarily installed, 53 minutes were lost for repairs. Had this not occurred, the Sydney-Bourke record would have been broken by over an hour, instead of by eight minutes. The car was officially checked out from Sydney at 4 a.m. on Wednesday, November 27, by the Motor and Cycle Club, and was checked in at Bourke by the postal officials at 2.50 p.m. on the same day, a total distance of 512 miles having been covered in 10 hours 50 minutes. The average speed in actual running time was 53 miles per hour over the whole distance. Between Narrandine and Nyngan, a stretch of 70 miles was covered in 74 minutes, and the fastest speed registered during the journey was 80 miles per hour.

Over-Lubrication

A car can be over-lubricated in spite of the claims of some advisers. Electrical parts, brakes, and pumps, as well as the crankcase, should be attended to frequently, but sparingly. As over-supply of grease on electrical units may cause shortening of the electric circuits, likewise too much grease on the pump will work into the radiator, stopping normal circulation. Too much oil in the crankcase will cause fouling of spark plugs and a missing motor.

Tools and Tyres

When mounting tyres of the clincher type, especially the large balloon style of tyres, it is often found difficult to hold the valve section in place while pulling on the opposite side of the tyre. For this purpose a U-shaped, iron strap, which is pushed down over the tyre near the valve, is found convenient. The hook is made of such a size that it will hold the tyre to the rim securely. This will keep the beads and valve stem in position, leaving the worker's hands free to use the tyre tool on the opposite side.

Crankcase Flushing

Merely learning to substitute fresh oil for kerosene when flushing out the crankcase is no assurance of complete success with this important feature of car care. Too many owners are not careful to note what kind of oil they use for flushing purposes.

Just as kerosene will remain in the drilled passages of the crankshaft, camshaft and connecting rods, so will the wrong grade of oil remain to mix with the new oil that is being added. This mixture, while more desirable than dilution with kerosene, is not recommended for the engine from which you expect best results.

Owners who insist upon the finest oils for their engines and the most suitable grades often consent to flushing with oil of almost any quality or grade. Sometimes they specify a cheap oil for the flushing operation, never realising that their inconsistency is doubly wasteful. In most engines a considerable amount of oil remains in the system when the crankcase has ceased draining.

A Stuck Starter

A stuck starter is caused by starter gear failing to mesh properly with the teeth on the fly-wheel. In most instances these gears can be loosened by placing transmission gear in high, and rock car by short jerks backward and forward. The switch should be turned off.

Road Courtesy League

"I promise always to extend to all other road users the same high standards of courtesy and consideration that I hope to receive from them."

This pledge is given by members of the new Road Courtesy League, an auxiliary of the Royal Automobile Club of Victoria.

The League is not confined to motorists, but is open to road users of either sex, whether pedestrians, cyclists or motorists. Children, as well as adults, can join and officials of the league are circulating 15,000 leaflets in Victorian schools with the object of enrolling them as members.

Certificates of membership will be sent to each child signing the pledge.

Body Care

Recently a motorist who was planning to take a long trip at a good rate of speed was discovered tightening up certain parts of the body. One of his friends couldn't understand why effort wasn't concentrated on tuning up the engine.

There is just the point. Few motorists realise how important the body of a closed car is in getting comfortable speed out of a car, especially over rough roads. The newer bodies are designed to strengthen the frame and to cure such conditions as weaving and yawing. They also help minimise wheel shimmy.

A well constructed body is as good as several additional frame cross members. Body bolts should, therefore, be kept tight.

In this work of tuning up the body and frame for speed it is also important to see that the engine legs are securely bolted to the frame.

Cruel Bow-Wows

A number of people have dogs who don't feed them, and they run through the streets trying to find something to eat, and if they are run over by some one then these dog lovers put up a big howl and accuse motorists of deliberately killing them.—Letter in the "Baltimore Evening Sun."

Used Car Tests

The used-car buyer is told often to make certain tests before signing an agreement. One of these concerns the process of making sure there is no piston slap in the engine, the plan being to race the engine and then feel the top of the gear-shaft lever to note sharp knocks which would be telegraphed to it.

While this test can be useful if tried at the proper time, nine motorists out of 10 would reach the conclusion that the engine was in bad shape if they made the test while the car stood in a garage. Any cold engine will emit all manner of noises.

Before they are warmed up some of the straightest engines will fire so unevenly as to cause the entire car to shake. As a motorist of fact, it is just about as illogical to test a used car's engine when cold as to try the hill-climbing ability of a car when the road is slippery.

Smoking Oil

Even though an engine may go equipped with a crankcase ventilating system smoke may issue from the oil filler pipe under certain conditions.

On some cars, for instance, vapour issues from the oil filler pipe when the engine has stopped. This is caused by a back-draft through the exhaust pipe of the ventilating system, the result being to reverse the circulation of the vapour.

A puzzling part of the matter is the fact that more vapour comes from the filler pipe when the engine has been running only a short time. This is explained by the fact that there is more dilution of the oil when the engine is cold and more "blow-by" of gas past the pistons and rings.

Excessive use of the choke also increases the amount of vapour which may back-draft through the system.

SMALL CAR DOOMED?

Increasing Popularity of the "Medium"

For many years now Great Britain has been a nation of small motor-cars. By small cars I mean vehicles of about 12 h.p. When the last census was taken it showed that there were in use no fewer than 229,897 vehicles of this type.

Of 14 h.p. cars there were 111,817, of 16 h.p. cars 44,802 and of 20 h.p. 13,402.

The 12 h.p. family vehicle was mainly the outcome of the horsepower tax. Manufacturers exercised their ingenuity to cheat the tax and produced small units giving forth almost incredible power in relation to their size.

This year there has been a marked change in the position. Small cars are still selling. But the volume is definitely for larger cars of higher power. The medium-powered car has come into its own with a rush.

Factories are hard put to it to keep up deliveries. Some, in fact, have been so deluged with orders for cars of from 16 to 20 h.p. that they have had to start night shifts, and even then are behind with deliveries.

I prophesy that within two years the Medium-powered cars in use will easily outnumber the 12 h.p. or small family type.

What is the reason for the present popularity of the medium-powered car? It is mainly a question of price. British medium-powered cars of 1930 are sufficiently inexpensive to counteract the higher horsepower disadvantage. After all there is only 23 difference in tax between a 12 h.p. and 16 h.p. car, and this is not much spread over three years.

Possibility Of Tax Reduction

There is a strong possibility that in the next Budget the horsepower tax will be reduced. I do not imagine there will be any general reduction in taxation. What we gain on the savings will be lost on the roundabouts. But if the horsepower tax is reduced, as anticipated, the position of the medium-powered car will be strengthened.

In many ways this is to the good. British manufacturers have now proved that they can make the medium-powered class of motor-car as cheaply as can their rivals.

New plant has been laid down for their development, and if, as there is reason to expect, a great new era of expansion in the Empire markets is coming, it is well that we should be prepared for events.

I do not think the small car will disappear altogether. I have the greatest admiration for this type, and I should imagine it will still serve a useful purpose in this country. But I think that the medium-powered car will, soon be the chief type in use.

The small car must not be confused in this respect with the "baby" car, which is selling this year in greater numbers than ever. It is being used extensively as a sort of "dilly" to the larger car, and has introduced the two-car standard to thousands of families. Women love them.

More than 50 per cent. of the "Wayside Wit" jokes centre round the "baby".

This is a sure sign of popularity, especially in view of the fact that I am receiving these jokes in hundreds. When the old Ford dominates British roads the humorists get busy. Henry Ford, it is said, made a collection of these jokes. Most of them were at the expense of his product; some of them were very rude. But he regarded them as fine publicity. I should advise Sir Herbert Austin and Sir William Morris to get their scrap-books ready.—Harold Pemberton in Daily Express.

IGNITION TROUBLE

Talk on Some Common Causes

It can be safely assumed that if there is misfiring that current is being generated. On the other hand, there is the possibility of the ignition cutting-out completely, which proves trouble at its source.

The first detail to suspect is the contact breaker—a sticking rocker which keeps the contact permanently open. It is not so frequent a defect as it used to be, owing to the improved construction adopted. If, however, it does occur, it is a simple matter to detach the rocker by releasing the spring holding it; then clean the pivot pin thoroughly. The hole in the fibre insulating bush will also require touching up, but not with a round file or drill on any account. Use a tightly rolled-up piece of the finest emery paper to twist inside the hole to clean it. The cause of a sticking rocker is damp having got into the magnet.

If a car is left standing in a damp garage this trouble may occur. In the case of coil ignition this is not self-generating, as is the magnet, and any cutting-out would indicate that current was not passing through the coil. Therefore, the two terminals on the coil should be examined to ensure that the primary leads are connected. Usually these are so well secured that it is unlikely a disconnection would occur. A lead might conceivably break, in which case a new section can easily be put in. It should be kept in mind that a loose connection at the coil might cause misfiring.

Any serious internal fault in either coil or magnet which may cause cutting-out can only be remedied by the manufacturers or repairers, as it would be a case of a fault in the windings. In an extreme instance of complete breakdown, another unit must be obtained, not a difficult matter, thanks to standardisation.

Detorted Plug Leads

Faults in the plug leads, though very infrequent, unless the leads have been many years in use, comprise leakage or short-circuiting due to deterioration of the insulation, which may have developed cracks through which the current will spark to an adjacent lead in a similar condition. It is always advisable to replace these leads with new sections rather than to wrap them with insulating tape. This method, however, may be adopted for an emergency and temporary repair if a lead has short-circuited on to a metal part and thereby chafed or worn through.

The Sparking Gap

The setting of the gap of the make-and-break on the contact breaker of a magnet is a matter of particular importance. This setting is determined by the manufacturer, who either supply a steel gauge or state in their instruction booklet the width of the gap in thousandths of an inch, so that the ordinary standard thickness gauges can be used. These are sold by all leading accessory concerns.

The Cut-out

A magnet is usually provided with a switch on the fascia board, which is connected by a single wire to a terminal on the cover of the make-and-break. If this wire should become loose at the terminal the magnet will not switch off definitely, but the firing will continue jerkily. If the switch wire becomes detached the magnet cannot be switched off. Misfiring may be caused if the switch wire should touch the frame at any point through the insulation being worn or damaged.

Coil Ignition

Now that coil ignition is so largely used it is important to keep in mind that the battery is the source

MODERN FAMILY

Requires Car for Every Member

Mr. L. A. Miller, President, the Willys-Overland Company, writes:

Not so many years ago, one automobile was sufficient for the entire family. Soon, however, it became increasingly necessary for the average family to possess two cars. With lower prices and the more exacting demands of modern day life, this idea of multiple cars has been even further expanded until the modern family is rapidly reaching the point where every member will have his or her own automobile.

The reasons for this are obvious. When motor cars were new, it frequently was the case that only one member of the family knew how to drive. Usually the head of the family did the driving and when he was at business or away from home, the others were deprived of the use of the car. Gradually the other members of the family learned to drive.

The women took to driving and liked it. They were quick to appreciate the manifold advantages of a motor car in their everyday lives. It took them to market and it enabled them to complete their shopping rapidly and comfortably. Furthermore, distance was no barrier and with a car they could easily go ten or fifteen miles out of their way to obtain better prices and better market products. In the afternoon, it enabled them to visit friends and relatives. The motor car became such a part of their daily lives that they soon found it not only convenient but necessary to have their own car.

The older children, too, needed their own car. It took them to school and in many cases they were able to attend better schools which would have been too far from their homes and too hard to get to were it not for the car. Young women in thousands of homes found they needed motor cars to keep their engagements and to get them to their friends and to the shops and theatres.

Lower prices with improved quality such as are found in the Willys Six have made it economical for a family to own several cars. So the car-for-every-member-of-the-family idea is a natural evolution of two-car-per-family idea. There is no reason why every family should not have sufficient motor cars for every member. The husband or father has his own uses for a car—in business, for pleasure, for entertainment. The wife and mother finds a car, a highly necessary adjunct not only to modern social life, but to modern housekeeping. The grown children of to-day have numerous needs for a motor car.

Perhaps the mere thought of selling every family a car for every member would have been considered ludicrous a few years ago. To-day, however, automobile merchants and manufacturers are cognizant of the fact that every family is a prospect, regardless of the fact that the family already has one, or even two cars. Unless there is a car for every member, the family of to-day and even more so the family of tomorrow is not 100 per cent. motorized. No longer is it true that two cars meet every demand.

of current. If, by any mischance the battery should get completely run down, the engine could not be started until an auxiliary battery was connected up. A run-down battery will, however, recover sufficient voltage to work the coil if it be allowed to rest on open circuit from one to two hours.

FINAL 300 MILES

May Be Costliest to Owners

"The most expensive time in the life of a tyre is those last two or three hundred miles," said Mr. M. H. Large, Duro Garage, Fleet tyre dealer. "Every automobile owner, once in his experience, tries to get the final few miles out of a tyre. Unless he is especially lucky, his tyre goes to pieces on him at the most inconvenient time."

"Hardly a day goes by that some penny wise and pound foolish customer doesn't telephone in for expensive emergency assistance; he's in trouble several miles from help, or his wife rolled the car into a ditch because of a front tyre blow-out. One of my customers, a few weeks ago, drove his car to a funeral, and both of the old tyres on his rear wheels blew out on the way to the cemetery."

"A growing percentage of my customers are getting into the habit of replacing their tyres when the tread wears thin. Some of them are boasting that they have covered 15,000 miles without a single puncture. They miss the uncomfortable feeling that the over-economical motorist suffers while he waits and waits for the final pop of an aged tyre and they seldom are up against the expense of inconvenient emergency tyre replacement."

MOTOR CYCLES

Spurt in Industry in Japan

London, Feb. 6.

Motor cycles are apparently becoming more and more popular in Japan, as the figures for 1928 show an increase over the 1927 figures of 295 machines supplied by British manufacturers. The figures for 1929 are expected to be even greater. The Japanese are also apparently buying more and more British-made motor cycle engines as distinct from complete machines. These are being used to provide motive power for a type of light parcel car which is rapidly gaining favour among the Japanese tradesmen. This vehicle consists of a motor cycle, the rear-wheel of which is replaced by a two-wheeled frame carrying a delivery box. Seven firms in Western Japan are said to be engaged on the production of these particular cars, most of which are fitted with British engines.

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\$1200—and why they have purchased more Buicks during the few weeks this brilliant new car has been on the market than in any like period in Buick history.

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Buick's "90-horsepower Valve-in-Head" engine is the most powerful engine of its class in the world. It is far from too big, for unrivalled smoothness, economy and sturdiness. It incorporates such advanced engineering features as counterweighted crankshaft with torsion balancer, carburetor heat control, positive pressure gas pump, and triple seals against wear.

Buick's Controlled Servo Braked Mechanical Brakes provide the most perfect control ever devised for any automobile. They are smooth, sure, silent in operation, and achieve positive results with minimum pedal pressure. And because they are enclosed—fully protected against dust, dirt and water—they insure maximum braking efficiency in any weather.

New, longer rear springs, in conjunction with four new Lowboy Duoball Shock Absorbers, impart a superior degree of riding comfort. These two vital comfort factors work together in perfect harmony to check both bound and rebound over the roughest roads.



Buick's new frictionless steering gear imparts matching steering ease throughout the entire turning range, while the new Buick Power Shock Brakes automatically prevent transmission of road jolts and jers to the driver's arms. This feature which makes a tremendous contribution to driving ease and roadability.

Buick's famous multiple-disc clutch, too, reveals marked superiority. In addition to being far sturdier than those of conventional design, it imparts exceptional smoothness, due to its special facing which insures gradual engagement of the driving and driven surfaces.

Buick's famous torque sub-assembly, too, reveals vital importance. It not only carries the driving thrust, leaving the rear springs free to cushion the car's progress, but also forms a major unit of the Buick chassis and every moving part of the Buick chassis—from fan to rear wheel—is fully protected against dust, dirt and water, assuring maximum operating efficiency in any weather.

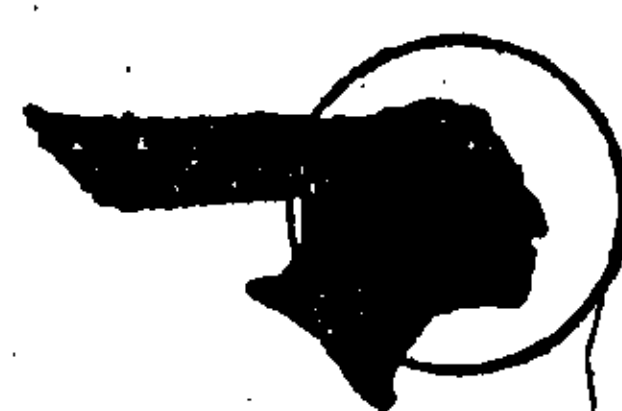
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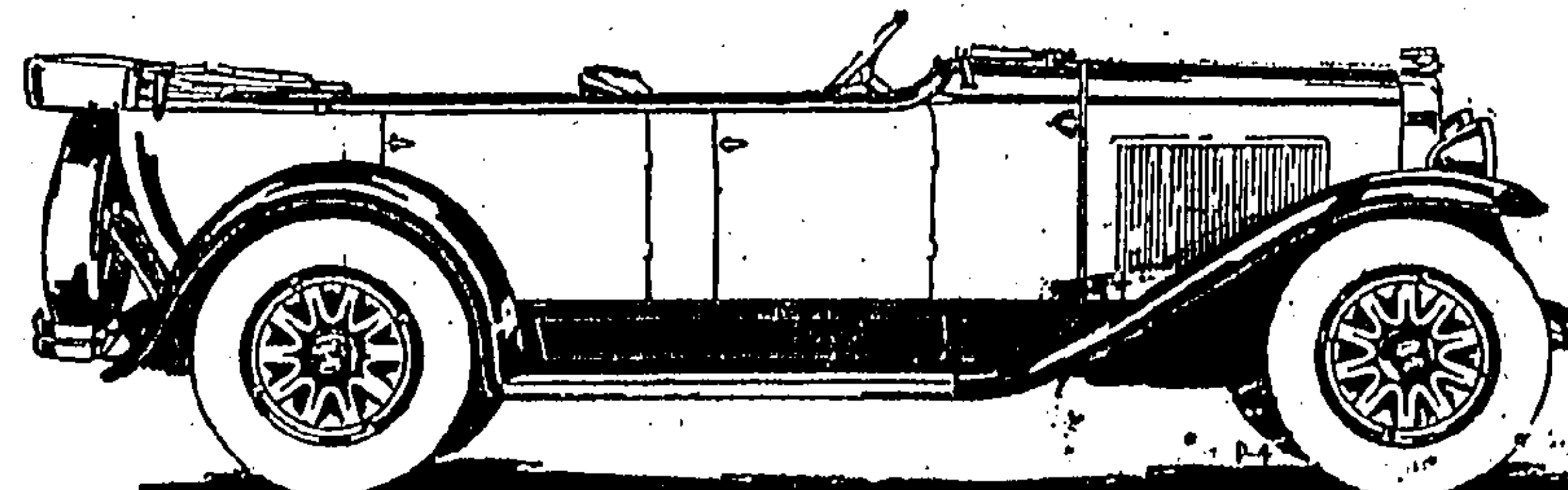
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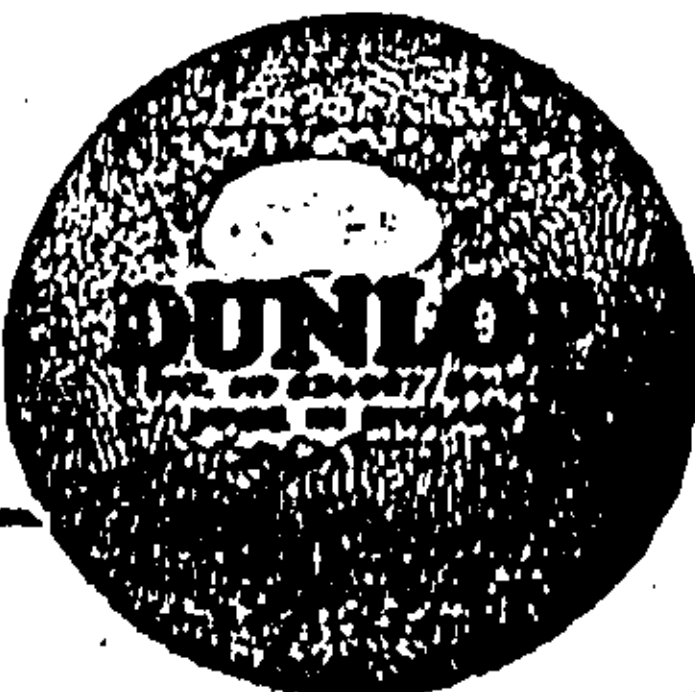
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VICTIM OF FAITH

Woman Who Gave Money to a Medium

TO APPEASE A SPIRIT

An unusual and amusing case came before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday morning, when a Chinese woman, 32 years of age, was charged with the following:—

That she, on March 11, did feloniously, by means of a trick, to wit, by telling the complainant, who gave her jewellery, money and clothing for the purpose of worship, that the defendant would appease the spirit of the complainant's deceased sister, and thereby did obtain from the complainant one pair of gold earrings, two gold finger rings, one suit of clothing and \$24 in money; with intent to steal the same.

The defendant pleaded not guilty, whereupon Detective Sergeant Fowle called upon the complainant, also a Chinese married woman, to give evidence.

"On March 10 at about noon," she began, "I was at home at my flat at 144, Sai Yeung Choi Street. That day I paid a visit to my neighbour, and I met the defendant at 142, on the ground floor."

Worshipper of Joss

"The defendant told me she was a fortune teller and also a worshipper of joss, and that she could foretell my future happenings." The Magistrate (interposing): There is no law against fortune telling? Sergt. Fowle: Not that I know of.

Continuing her story, witness stated: "The woman told me that the spirit of my dead sister was in hell and would molest me and make me feel uncomfortable. The defendant said 'If you give me \$4, I will buy joss paper among other things to worship the deceased sister for you, so that they will not do you any harm.'"

"She would make this joss in her own house," said the witness, "and I gave \$4 as agreed. I also gave her a garment, which she said she would use in the worship and return to me in three days."

Old Woman Engaged

"On March 11, she came to my (witness's) house again and then I accompanied her to the joss house and in Reclamation Street the defendant engaged an old woman, and the three of us went to the Tin Hua Temple to worship. While doing so the defendant told me to go home first, and I did so," concluded the witness.

The witness further stated that the defendant again came to her house, and indicated to her the advisability of inviting the dead sister's spirit to speak in the house.

Dead Sister's Needs

After some discussion the defendant, it was alleged by witness, said aloud "I have got the dead sister's words now. She wants silk clothing, gold ornaments, and new bank notes."

Believing this, the witness gave her a suit of clothing, a ginger ring, a pair of gold earrings and \$24 in notes, and with all these extra things, they went to the Tin Hua Temple again and worshipped.

The defendant was to return all these things after the worship, but she did not, and on March 12, the complainant met her, by mere chance, walking in Bowring Street. She stopped her and asked for the return of the borrowed articles.

"Story" Invented

The defendant then elected to say something, and that was that the whole thing was a loan, and the "story" was invented.

His Worship: Funny sort of a loan. What do you mean by "this loan"? The defendant (to witness): First of all, you lent me \$20 and I promised to pay you back ten cents interest on every dollar! His Worship remarked that that was odd point.

Complainant's neighbour corroborated the evidence for the prosecution, and said that she herself had been fooled by the defendant with some "lucky" lottery numbers.

Pawn Ticket Found

Chan Tak, a detective, stated that on Friday he went with Ser-

'VARSITY SPORTS

Marine James Wins Open Half Mile

POLE JUMP RECORD

The fifteenth annual Athletic Meeting of the Hong Kong University was held on the University Ground, Pokfulam, yesterday afternoon. Lee Hah-leong with 19 points won the Sir Charles Elliot Challenge Cup for the Individual Championship, with D. J. N. Anderson runner-up with 15 points. Lugard Hall won the Athletic Sports Challenge Cup for the Inter-Hotel Championship. C. M. Lee broke the Pole Jump record by 1 1/2". Lee Hah-leong equalled the 100 yards and 220 yards records. Marine James, of H.M.S. Suffolk, won the Open Half Mile. The prizes were graciously distributed by Mrs. Southorn.

A large crowd of visitors and relatives of the students attended, and glorious weather prevailed throughout the afternoon.

An Amusing Incident

An amusing incident occurred during the Pole Jump; C. M. Lee was called to make his jump but could not be found. The judges waited a few minutes, and then he was seen running across the field. He had just arrived. Lee broke the Pole Jump record, so one could excuse him for being just a trifle late.

The Lady Undergraduates' Race caused a great stir in the throng and Miss Alice Wood's win was a very popular one. The Past Students' Race was the herald of a loud burst of cheering, members of the present Hostels shouting for old time favourites.

Very Good Race

The Half Mile open to the Colony proved a very good race, there being nine or ten entrants. Hemsey, of the Police, looked like winning all the way, but Marine James came through with a fine finish to win by a foot. Davies, of the P.W.D., came in a good third.

K. P. Gan had bad luck in not beating the record at the Long Jump. He just failed by 1 1/2". The High Jump proved very thrilling and eventually ended up with Lee Hah-leong and K. Y. Lee tying for first place after numerous attempts for the first place.

The Relay Race

D. J. N. Anderson deserves recognition for his services for Morrison Hall for whom he won the 440 yards, the Half-Mile and the Mile, gaining 15 out of Morrison's tally of 21. Lee Hah-leong gained 19 of May's total of 25. In the Tug-of-War, Lugard proved too strong for Morrison, and pulled them over in two pulls, thus gaining ten points towards the Championship. Elliot Hall won the Relay Race in great style, Lugard Hall coming second. Lee Hah-leong gave May Hall a splendid start, but the second string of Lugard Hall made an heroic effort and came in level, but the third string lost to the Elliot man, and the fourth string of Elliot gained further ground to give Elliot a very good win.

The Lugard Mascot

Supporters of Lugard Hall were in ecstasies of delight at the success of their Hostel. They surrounded a large silver paper cup, supported by yellow dragons with a small scroll beneath bearing the words Luman Ex Oriente on it. They gave their war cry, letting off crackers at the same time. After this little demonstration Dr. M. B. Osman, the President of the Ath-

letic Association, gave the following address:—

Service of Pleasure

Your Excellency, Mrs. Southorn, Mr. Vice-Chancellor, Ladies and Gentlemen.

I am told, 'tis customary in this part of the world, to begin an address with an apology and such being the case, I shall proceed at once, by following custom. I have never been much of a speaker. Indeed, I had hoped to have done with speaking but since the undergraduate members of this University have once again elected me the President of the Athletic Association, I felt that, if they wished to claim it, they had a mortgage upon my services. But my service, today, is a service of pleasure. It is only at a function of this nature that the student body has an opportunity of welcoming all its friends and of thanking them for kindnesses shown. What more pleasant duty can there be than that which carries with it an expression of welcome and thanks?

In the name of the Athletic Association, I welcome His Excellency and Mrs. Southorn and I wish to thank them for their continued interest in the Athletic side of the University; and since I cannot help regretting my poverty of words to discharge this duty adequately, I beg leave to "scent this breathing courtesy."

The thanks of the undergraduate body are also due to the many well wishers who, by their kind contributions of service or of gifts, have helped to make this meeting such a success. The list, which you see included in the programme is long and imposing and it will take too much time to mention them one by one. But I must refer to the latest addition to our stock of Challenge Cups. Mr. Wong Tape has very generously presented a magnificent cup and a replica for the 440 yards and the Sun Co. an equally beautiful one for the Tug-of-War. I wish to describe our indebtedness to Mr. Wong Tape and the Sun Co. Some-thing the plain "Thank You" seems inadequate when we speak in relation to magnificent gifts of this nature. To Mr. Paul Lauder, whose annual donations come with such pleasing regularity, we tender our grateful thanks. Here is encouragement indeed. This year Mr. Lauder has sent us an immense cup, an English cup, a thing of beauty, which could easily have fulfilled the role of a Challenge Cup, but it is his wish that it should be won outright as the trophy for the Mile. He thought that anyone who wins the Mile in this climate thoroughly deserves such a handsome reward. I have heard it whispered that for a cup like this there are many who would run five miles in a thunderstorm! Another gentleman we have to mention is Mr. Sum Pak-ming, who also has donated a beautiful cup. All these we acknowledge with thanks and gratitude. I had not intended to particularise to the extent I have done, but I cannot stop without referring to the two beautiful prizes presented by the members of the staff. The students who are accustomed to look upon the lecturers and professors as their natural enemies, who conduct absurd examinations with almost inquisitorial severity, cannot help being impressed at this demonstration of friendliness. I have also been asked by the Hon. Secretary of the University Tennis Club to express our great indebtedness to Mr. Loke Wan-yat of Kuala Lumpur for his very generous gifts of Challenge Cups and other trophies for the tennis tournaments. To him we wish to record our grateful thanks.

Special mention too should be made of Mr. Hunt who has again kindly officiated as Starter and of Mr. Dowbiggin for the loan of the starting gun. Mr. Hunt, of course, has been our official starter for the last five years and the admirable manner which characterises the running of the University's flat-races bear testimony unto his ability in this very necessary department of athletic gatherings.

Tribute to Judge

To the Inspector General of the Police we give thanks for the loan of the rope for the event of the day—the Tug-of-War. Mr. Dowbiggin, in addition has always been one of the judges; a keener and a more conscientious judge we cannot conceive. The Council of the Athletic Association has, furthermore, had their work rendered greatly easier by an extremely efficient and energetic Sub-com-

mittee. I should like to record the yeoman service of Mr. Braga who was responsible for the laying out of the Course; of Mr. Peter Pau, who with his customary business-like manner, attended to the procuring of cups; to Dr. Karanjia and to Mr. Hiptoola thanks are due for their help and advice; but what words can I find to describe the zeal of Mr. Aziz, the Secretary? Whatever else the University may have lacked, an efficient secretary of the Athletic Association is not one of them.

It is also a matter of great satisfaction to note that more and more interest is being manifested in the realm of Sports. More and more students are to-day, heeding the call of the green fields, and this increasing activity is even more striking on the part of the women undergraduates. Tennis seems to be extremely popular among them. It is true their right hands have not yet acquired the necessary cunning but anyone who has watched them slashing away at the ball, cannot help being impressed by the possibility of the tennis racket assuming the proportions of a dangerous weapon. But this gradually increasing appreciation of games is a step in the right direction and augurs well for the future. The youth of a nation is its greatest asset. A nation of sportsmen can never go under. In the days before cricket and football, empires rose and fell but to-day a cricket-playing, football-playing nation has inherited the earth.

More Playing Fields

This is what we wish to impress on our own students and it is our hope that the day is not far distant when the 100 yards record breaker will be held in a high esteem as the holder of a scholarship. As this spirit grows, as interest in athletics become more manifest, the need of more playing fields and more facilities for sports will become apparent. But this, a University, which staggers in the face of recurring financial crises, certainly cannot afford to provide. In olden times, it was considered by the princes of the realm their special care and privilege, the endowment and upkeep of colleges. In these days, the princes of the newer aristocracy, the commercial kings and merchant magnates (in this part of the world, at least) seem to have other uses for their money—at all events they seem to have, for the most part, abrogated this princely privilege.

I wish here to congratulate:—

The Champion Athlete: Lee Hah-leong, 19 points.

Record Breakers: 100 yards equalled by Lee Hah-leong; Pole Jump, 9 ft. 9 1/2 ins. by Lee Chue-moke.

Champion hostel: Lugard 33; Elliot 31, runner-up.

But before I call upon Mrs. Southorn to present the trophies, I would like to take this opportunity, in the name of the undergraduate members of the University, of welcoming back to our midst our Vice Chancellor. Vice Chancellors have come and gone but none have had who is worthy, in the matter of enthusiastic support of student athletics, to stoop down and loose the laces of his shoes. The average student seldom has the opportunity of expressing his feelings and in having chosen me as their spokesman, the mandate they gave forth is that I should express their unqualified admiration for the Vice Chancellor and his staff. From distant lands have they come to bury themselves in this uncertain island of antithesis and superlatives, a place where the weather and the currency are subject to force and furious fluctuation, a reservoir of half a dozen epidemic scourges, away from companionship, receiving little encouragement and scant sympathy. Still he and his men have more or less successfully pursued their lofty ideals. Educational Sir Calahada indeed they must be. Here, with a perianth worthy of the finest traditions of their race, they carry on an organised effort of talent, knowledge, and energy in a University which is somewhat of an anomaly, a University that is forever dodging the sword of a financial Democles, a University the rationale of its inception and existence no one seems to know, regarded with indifference by most

people and by some even as a malignant neoplastic structure.

The full results were as follows: 100 Yards.—Lee Hah-leong 1, O de Souza 2, Lee Lock 3. Time 10.2/5" equalling the record set up in 1928. Won by three yards.

Pole Jump.—C. M. Lee 1, A. Baker 2, B. H. Schroter 3. Height 9' 9 1/2" beating the previous record by 1 1/2".

220 Yards.—Lee Hah-leong 1, C. Candah 2, R. S. Tillingston 3. Time 24.1/5" equalling the record set up in 1928. Won by five yards.

Half Mile.—D. J. N. Anderson 1, R. Leong 2, Alvares 3. Time 2' 17.1/5". Won by four yards.

120 Yards High Hurdles.—Lee Hah-leong 1, C. Candah 2, A. Baker 3. Time 18.2/5". Won by four yards.

Putting the Shot.—D. Oppenheim 1, B. H. Schroter 2. Distance 30' 6 1/2".

440 Yards.—D. J. N. Anderson 1, R. S. Tillingston 2, A. Baker 3. Time 67.2/5". Won by six yards.

Long Jump.—K. P. Gan 1, O de Souza 2, C. Candah 3. Distance 20' 4 1/2".

High Jump.—Lee Hah-leong and K. Y. Lee tied for first place. C. Candah 3. Height 5' 4 1/2".

One Mile.—D. J. N. Anderson 1, H. H. Ma 2, N. K. Law 3. Time 5' 29.1/5". Won by three yards.

Tug-of-War.—Lugard Hall pulled over Morrison Hall.

Relay Race.—Elliot Hall 1, Lugard Hall 2, Ricci Hall 3.

100 Yards.—(Lady Undergraduates' Race) Miss Alice Wood 1, Miss P. C. Kwok 2. Time 14.1/5". Won by three yards.

220 Yards.—(Past Students' Race) M. A. Khan 1, F. Zimmern 2, H. Braga 3. Time 28". Won by six yards.

Half Mile (open to the Colony): James (R.M.L.I., H.M.S. Suffolk) 1, Hemsey (Police) 2, Davies (P.W.D.) 3. Time: 2' 13.2/5". Won by a foot.

Tennis Results

Championship—Singles: Champion, C. de Souza; Runner-up, P. C. Lim.

Championship—Doubles: Champions, P. C. Lim and T. K. Lion; Runners-up, G. de Souza and T. K. Tan.

Handicap—Singles: Winner, D. J. N. Anderson; Runner-up, Y. F. Chew.

Handicap—Doubles: Winners, P. C. Lim and T. K. Lion; Runners-up, S. C. Ho and Chan Fook.

Ladies' Singles Championship: Champion, Miss G. Ho Tung; Runner-up, Miss A. Leung.

Ladies' Singles Handicap: Winner, Miss R. Perry; Runner-up, Miss L. K. Ts'o.

Mixed Doubles Handicap: Winners, B. H. Ts'o and Miss L. K. Ts'o; Runners-up, K. T. Loke and Miss A. Leung.

Inter-Hostel Championship: Won by Elliot Hall.

An interesting comparison between yesterday's results and former years is given below:—

100 Yards Record of 10.2/5" made in 1926 equalled in 1928 & 1930.

220 Yards " 24.1/5" " " 1926 " 24.1/5" in 1930

440 Yards " 67.2/5" " " 1926 " 67.2/5" in 1930

Half Mile " 2' 17.1/5" " " 1924 " 2' 17.1/5" in 1930

One Mile " 5' 29.1/5" " " 1924 " 5' 29.1/5" in 1930

High Hurdles " 18.2/5" " " 1928 " 18.2/5" in 1930

Pole Jump " 9' 9 1/2" " " 1923 " Broken with 9' 9 1/2"

Putting the Shot " 30' 6 1/2" " " 1924 " 30' 6 1/2" in 1930

High Jump " 5' 4 1/2" " " 1926 " 5' 4 1/2" in 1930

Long Jump " 20' 4 1/2" " " 1926 " 20' 4 1/2" in 1930

NORTHERN WAR

Foreigners in Nanking to Be Protected

UNRULY SOLDIERS

Shanghai, Last Night. Marshal Chiang Kai-shek left Woosung for Ningpo last night on the gun-boat Chu Yu.

According to an official statement, Chiang's trip to Ningpo is in connection with some important affair beside visiting his home town, and he will probably spend three or four days there before returning to Shanghai, thence to make an inspection trip along the Shanghai-Hangchow Railway.

Severe Battle

General Sim Tien-yung's forces are engaged in a severe battle with General Hon Fu-chu's troops in the Lungai Railway zone, the upshot of which is still unknown.

General Sim is establishing his base of operations at Kweiloh.

Foreign Property

The Nanking War Development has issued an order forbidding unruly soldiers to occupy foreign property. This order has been printed in three hundred sheets, to be sent to the foreign legations for distribution to foreign residents in the war area.

Dr. Sun's House Closed

Marshal Yan Hsi-shan has given orders to close Dr. Sun Yat-sen's ex-residence in Peking and to use the same building as Shansi military headquarters.

"AND SO TO BED"

(Continued from Page 1.)

Fickle and Faithless
W. A. Hannibal has the biggest part in the play as the fickle and faithless "Pepys" and the memorising of such a part is itself a wonderful feat of memory! We do not consider that he has quite his best part in this play; but he is too good an actor ever to fail—even in a part which does not really suit him—we should like him to display just a little more emotion in his scenes with "Mrs. Knight"—(and it ought to be easy with such an enchanting siren in the part). In all his scenes with Fay Grossman, though, he was simply splendid; and there is something in her acting and personality which seems to light the spark of genius (in Mr. McLean) in the last scene by candle light being particularly good and keeping the audience convulsed with mirth.

All the lesser parts were well played. Alec Finter was good as the "Potticary" with the infectious laugh and S. Ascheron as the tiresome

and Married Life!
Mr. Rees expounded the great adventure of "Married Life," comparing it with the "monotonous routine" of single life, and arguing that domestic life encouraged high finance, as witnessed by the fact that our greatest financiers were married men. A certain amount of hilarity was occasioned by the remark that one of the benefits of married life was its great unexpectedness.

Mr. H. T. Buxton speaking on "The Volunteers" made out a good case why a young man should join the Force, both from the point of view of his own discipline, and from that of duty. He was not even deterred by the suggestion from a member of the audience that it was a case—like the fox in Aesop's fable—of one who has lost his tail trying to persuade his fellows to follow his example.

The subject of "The Press" was ably dealt with by Mr. S. A. Gray whose dissertation on the lurid past of journalism in Hong Kong proved most entertaining.

Other speakers were Mr. Christian on "Rovering," Mr. Jeffries on "Submarines," and Mr. T. J. Price on "Single Life."

AN ELECTRIC SHOCK
It was not until a few hours had elapsed that the police thought it advisable to charge a man, who was caught trying to push 81 feet of electric wiring under an unused gate at the Kowloon Docks, with unlawful possession.

Mr. Whyte-Smith yesterday sent the culprit to prison for one month.

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There will be further performances on March 25, 27, 28, and 29, and a further on Wednesday, March 26, at which the time has been changed to 5.15 p.m. by special request.

"And So To Bed" is a production which must not be missed.

There will be further performances on March 25, 27, 28, and 29, and a further on Wednesday, March 26, at which the time has been changed to 5.15 p.m. by special request.

— "Awo."